

T 28  
1915

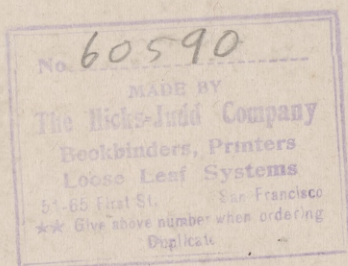
M.W. ...  
SO. DIV.

TRANSIT BOOK

N. W. P. R. R. CO.

14.113.0128

O.K.



*[Handwritten scribble]*



964  
37

127

1485

1074

2564

1186

9304

325

12

650

325

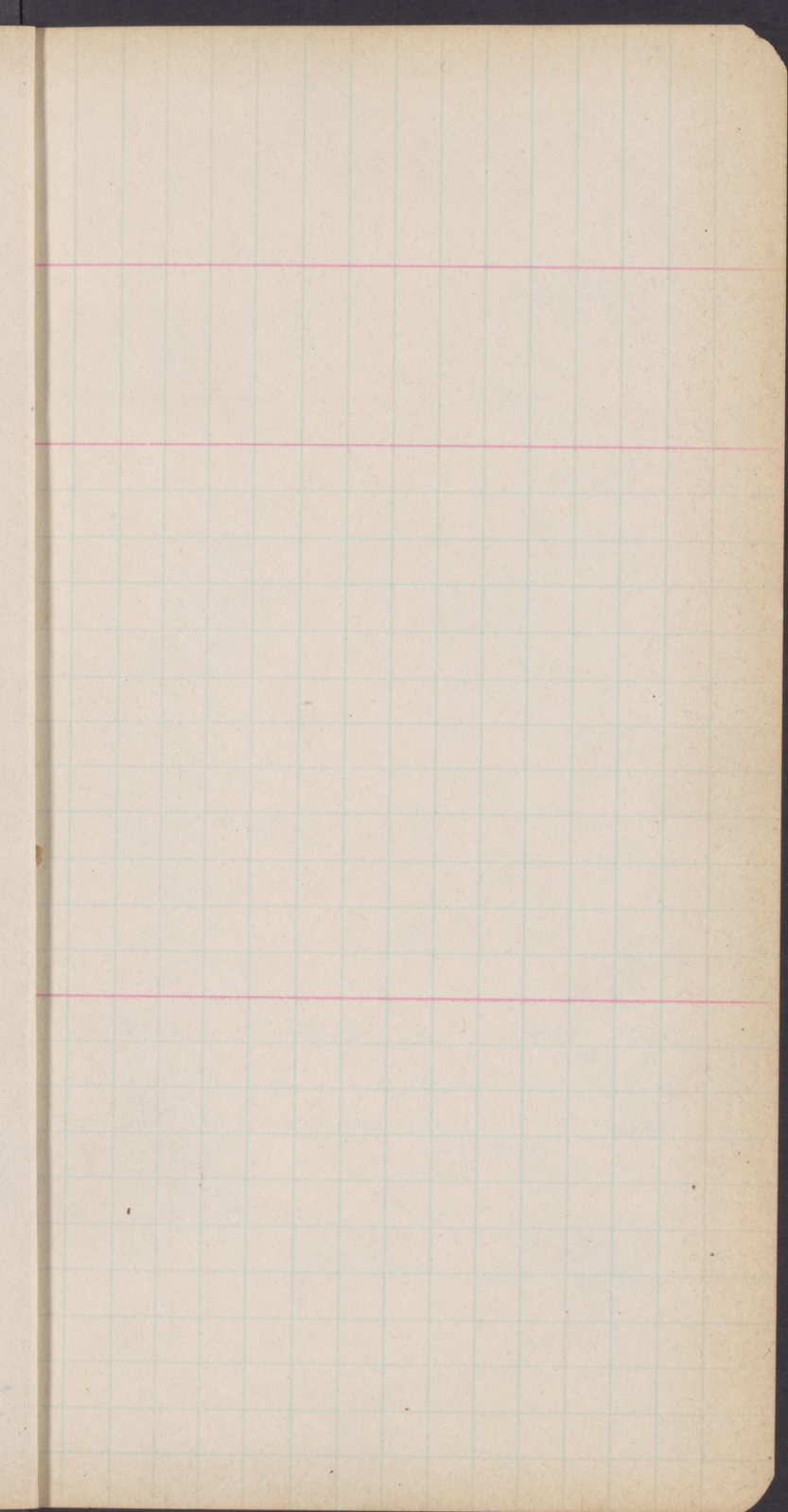
8900

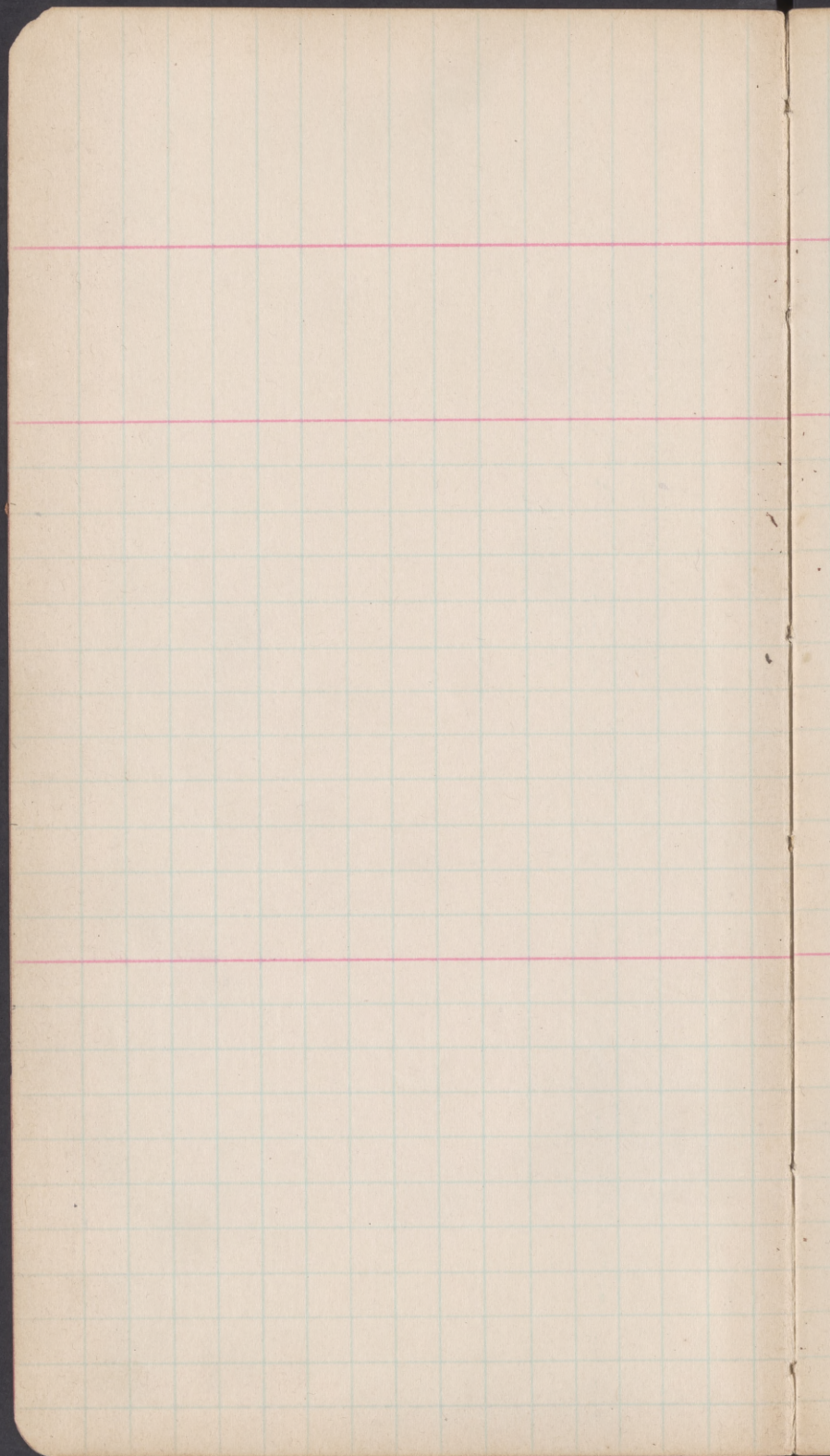
593

1186











LANDSDALE - J. J. SURVEY IN CONNECTION WITH NEW ARCH - NOV. 27 - 1916  
to END BOOK

|             |         |                                              |          |
|-------------|---------|----------------------------------------------|----------|
| Tiburon     | 23 ✓    | Tile drain                                   |          |
| Santa Rosa  | 28 ✓    | Location Xing signal 6 <sup>th</sup> St      |          |
| "           | 29 ✓    | Associated + Shell Oil Cos                   |          |
| "           | 30 ✓    | Location asphalt Mant City St improvement co |          |
| Santa Rosa  | 31-41 ✓ | Steel in yard tracks                         | 3-15-16  |
| Fulton      | 42-47 ✓ | " " " "                                      | 3-16-16  |
| MARKWEST    | 48 ✓    | Location platform                            | 3-17-16  |
| Windsor     | 48 ✓    | " New Trestle 62B                            | 3-17-16  |
| "           | 49 ✓    | " " " 63A + Box under Xing                   | 3--16    |
| Bail Hache  | 50 ✓    | " " 67B + Cattle guard 67A A.N.W. Report     | 3--16    |
| Geyserville | 51 ✓    | " concrete pipe + toilet                     | 3-17-16  |
| N=Near      | 52 ✓    | " 1" x 2" Box New work report                | 3-17-16  |
| Petaluma    | 53 ✓    | Trestle 37B " " "                            | 2--16    |
| Penn Grove  | 54 ✓    | Location Xing bell                           | 2--16    |
| G. Otati    | 54 ✓    | " X over " "                                 | 2--16    |
| "           | 55 ✓    | New " Cattle guard 46A " "                   |          |
| "           | 55 ✓    | Replace concrete pipe with open deck Trestle | — OVER — |



# - INDEX - T-28

| Location  | Page    | Description of Work                                     | Date    |
|-----------|---------|---------------------------------------------------------|---------|
| Sausalito | 1-3 ✓   | Establishing Base Line { Shop and<br>(Terminal Yards. ✓ | 6-15-15 |
| "         | 4 ✓     | Ties To Johnson St. & Establishing O+oo ✓               | 6-15-15 |
| " Shops   | 5 ✓     | Ties To Esterby, Spring & Bonita Streets - ✓            | 6-17-15 |
|           | 6       | Relocation Mon.                                         | 9-28-43 |
| " "       | 8-12 ✓  | Station Plan Data. ✓                                    |         |
| " "       | 13      | Steel in Track #15 ✓                                    |         |
| " "       | 14-18 ✓ | Location of Switches - Frogs - Etc. ✓                   |         |
| " "       | 19 ✓    | Steel in Track #14 & Stub Track ✓                       |         |
| Sausalito | 20 ✓    | Location of Poneas Mills L & L Co. Spur ✓               |         |
| "         | 21 ✓    | " " " " " " on Rt. ✓                                    |         |
| "         | 22 ✓    | Sausalito Wall                                          |         |

Tuberc 23 ✓ T. & L. Drain

847033

F.O.T.

2"x2" stake

942033

F.O.T.

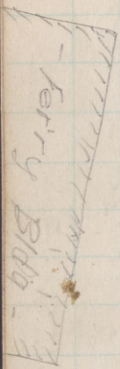
Bolt in Conc. Monument -

1744818

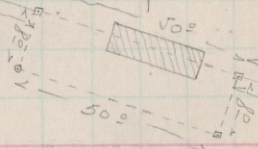
F.O.T.

Bolt in Conc. Monument -

Interlocking Tower



827 05  
To S.F.



2"x2" stake

SAUSALITO -  
Establishing Base Line Through  
Shop And Terminal Yards.  
W.T. Richards & Andrews  
6-15-15

Note: See Page 6 for change of location  
of Base Line Mon. H.A.Cole, 9-28-43.



0 + 00

2"x2" stake

(P.I. East Prop. Line & Bet. Main Tracks

Initial Point of -  $\frac{1}{2}$  - Stationing Cazadero Mt. - of John -

East Prop. Line

86°16'

£ Bet. East Bound &  
West Bound Tracks

Note - See Page #4

$$1 + 24 \sqrt{52}$$

△ P4 In Baseline -

6401 18

$\Delta P_t$ . In Base Line

2" x 2" stake.

12+07<sup>62</sup>

P.O.T.

6+07<sup>62</sup>

P.O.T.

2+40<sup>23</sup>

P.O.T.

2"x2"

2"x2" stake

2"x2" stake

2"x2" stake

East Bound

Between

To S.F.



$$\frac{35+60.95}{35+57.26} \text{ Revaluation - } = \text{Revaluation}$$
$$\frac{35+57.26 \text{ } \nabla \text{ West Bound Track} = }{35+57.26 \text{ } \nabla \text{ Between Tracks} = } = \text{New Baseline}$$

P.I. Set

27+75.59

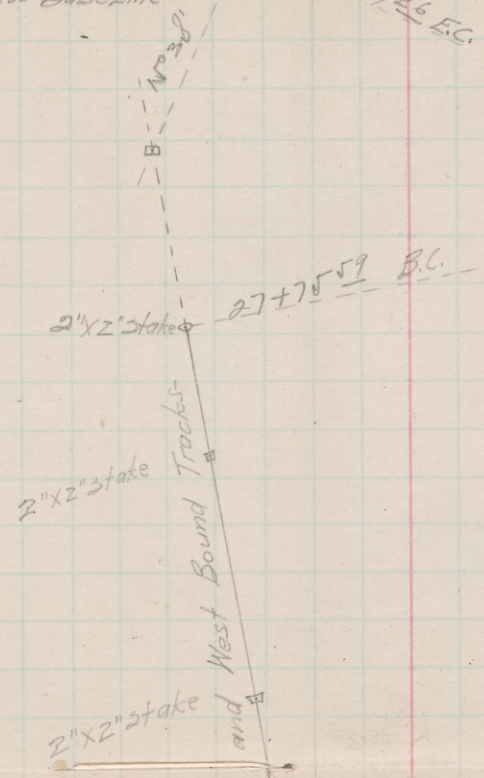
B.C. 2° Rt

24+07.62

P.O.T.

18+07.62

P.O.T.



2° 00' Curve Rt  $\Delta = 15^\circ 38'$   
Arc = 781.67 S.T. = 393.26  
B.C. = 27+75.59  
E.C. = 35+57.26

Conc. Monument at Corner of  
Bolinas & Nevada Sts.

E & Bolinas Ave.

E & Nevada St

526.39

7° 42'

214.63

187.68

TO S.F.

West Bound Track

47+67.90 Traverse Line  
to Street Center.

- PINE -

43+83.79 2"x2" stake

50+03.5  
8"x12" Box carrying  
1 1/2" Pipe Line



78+23!

E.C.

75+24 86

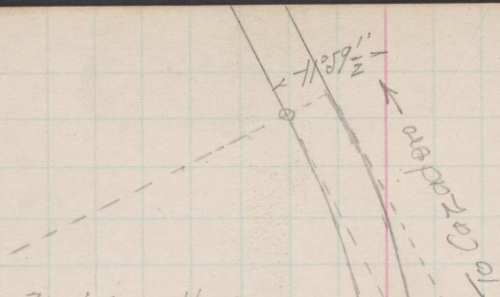
P.O.S.T.

74+23 40

B.C. 3° Lt

in as Are →

3°00' Curve Lt  
 S.T. = 200 60  $\Delta = 11^{\circ}59\frac{1}{2}$   
 A.T.C. = 399 72



WALDO POINT  
Curve Location

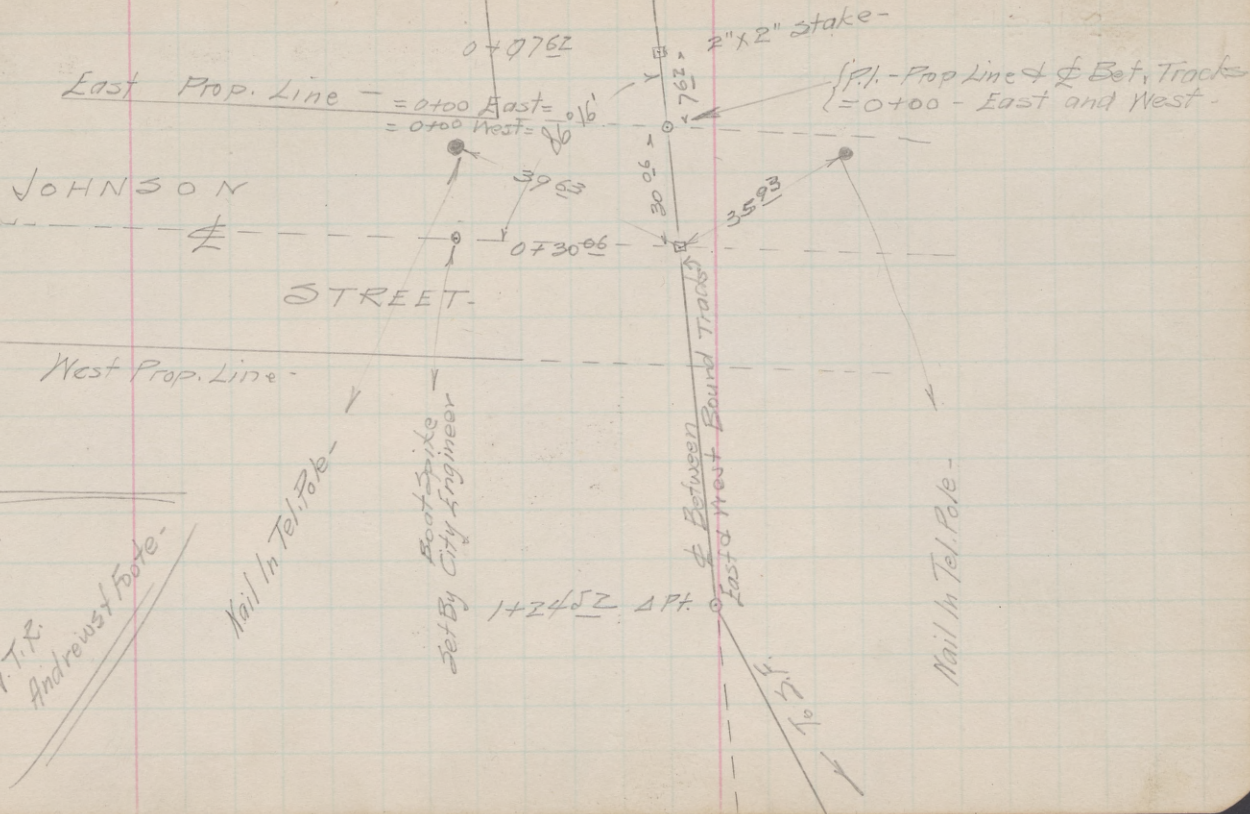
— SAUSALITO —  
 Establishing Base Line  
 Through Shop Yard &  
 Terminal Yard —  
 W.T. Richards & Andrews  
 Foote —  
 6-15-15

Conc. Monument  
on lower Sta. Rosa Ave.

Note. See Page #1

SAUSALITO -  
Ties At Johnson St.  
6-15-15

W.T.R.  
Andrews Footc.





To Cazadero -  
↖ Bet. F.B. & W.B. Tracks ↗

2"x2" Spike -

235<sup>89</sup>

299 26.5 Calc. (P)

64<sup>36</sup>

Boat Spike Set  
By Engr Cadwell  
1913

91° 33 1/2'

89° 17 1/2'

90° 00'

To S.F.

Between East & West Bound Tracks

27 + 25 59 B.C. 20 R +

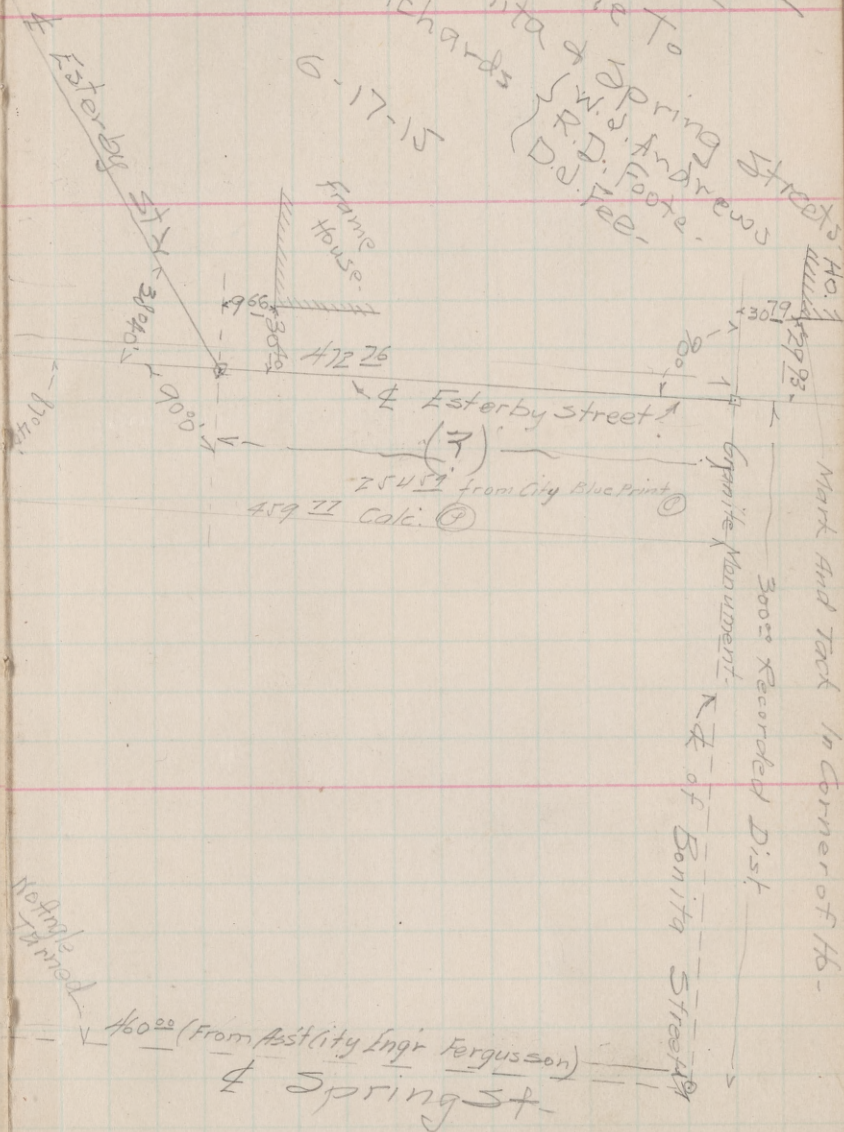
See Page (3)

35 + 57 26 E



SAUSALITO  
 Shop  
 Ties From Base Line To  
 East of Esterby, Bonita & Spring Streets  
 By W.T. Richards { W.D. Andrews  
 { R.D. Foote  
 { D.W. Fee.

6-17-15



# Re-location of South Monument of Saus. Base Line, account Installation of Track to Frt. Slip.

H.A. Cole, Asst. Eng.  
Sep. 1943.

Ferry Bldg.  
Arcade

Bolt set in pavement  
(1943)

97 1/2

Mon. Sta. 17+48 1/8  
(removed)

conc. bumpers (gone)

New Mon.

Note: Bolt set in Conc.  
gone

5' x 12" x 3'

5' x 12" x 3'

old 2nd trk

Conc. Platform

M.L. →

Orig. 827 85 Base Line

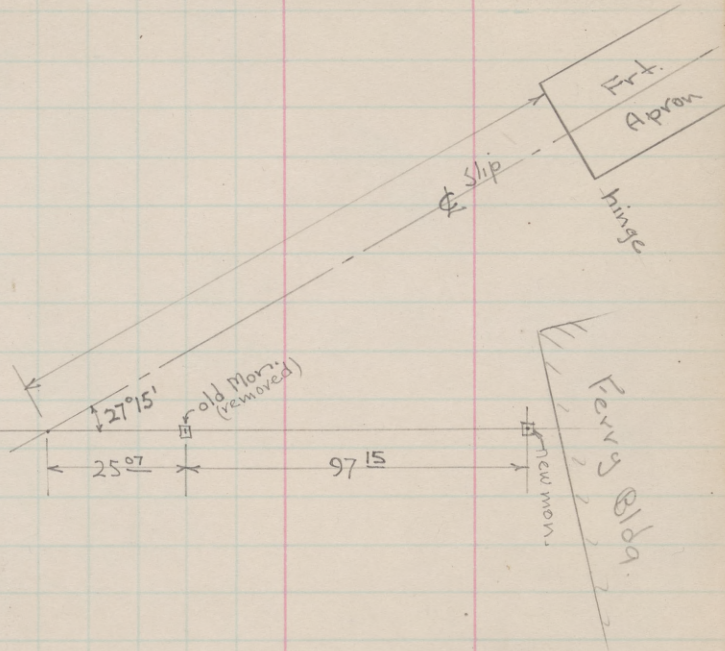
Sta. 9+20 3/3  
Mon.



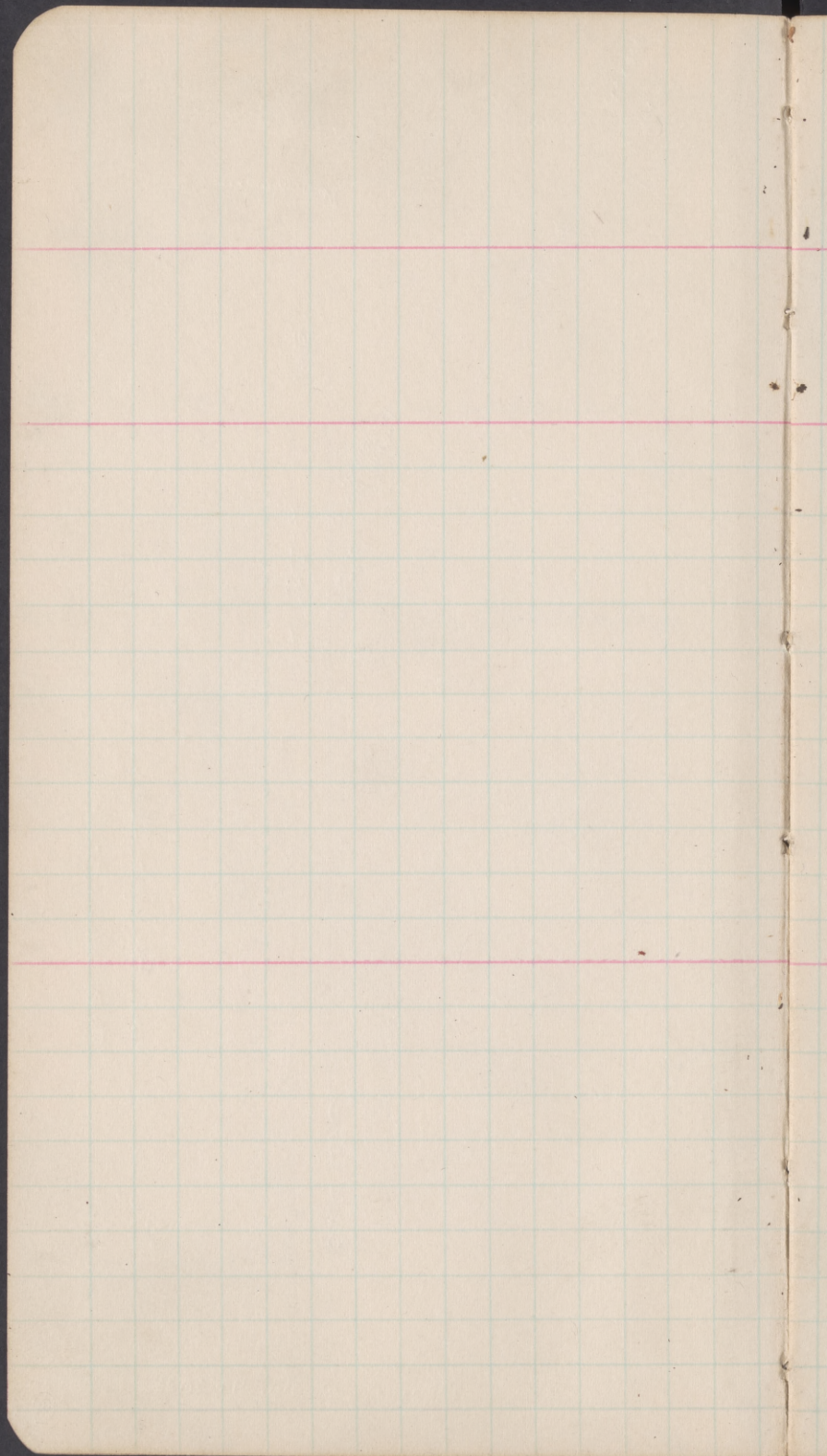
Mon.

Sta. 9+20.33

Base Line



Tie to  $\times$  New Freight Slip.  
H.A. Cole, 9-28-43







4/50

२५०

 $2+61 \frac{1}{2}$  ✓ $2 + 173$ 

2450

Fence

1 + 432





11+812 Oil Col.  
11+812 " "

11+65<sup>6</sup> N.L. Water Tank - Wood-

11+433 P.I. Fence Line

10 + 846      End of Fence



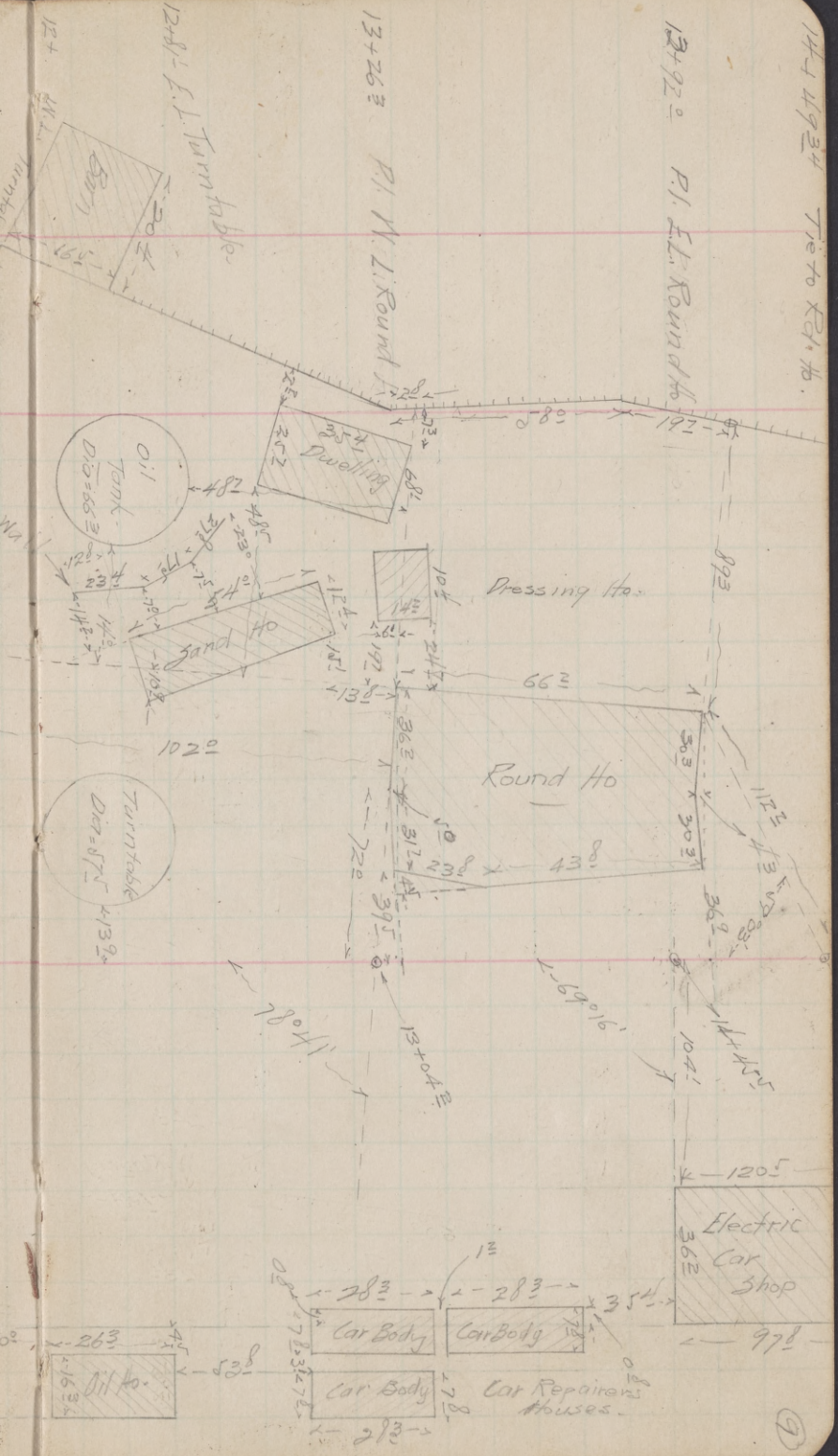
14+4934 Tie to R.F. to.

13+920 P.I. E.L. Round Ho

13+263 P.I. W.L. Round

12+81 E.L. Turntable

12+







174207

F.I. Machine Shop

15+925

W.L. Machine Shops

Oil Tank - Dia = 70

238 - 164 - 62

Oil

Best 203 16

Shed Engine 16

Machine Shop

1285

Engine Repair Shop

Store House

Elec. Car Shop

W.C.

25 Eares 17.44

10

18+90.2

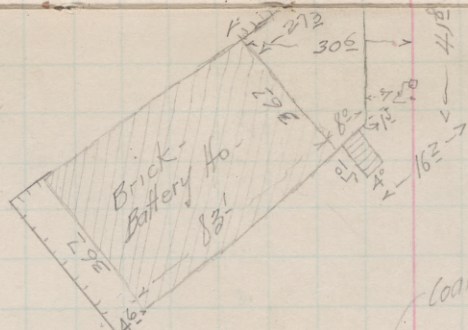
Corner of fence

18+85.5

Cor. of fence.

18+61.5

P.I. W.L. Brick Bldg.



18+00

Fence

17+77.1

Fence Corner.

17+71.1

N. Cor. of Coal Bin.

17+32.8

N.L. Prod. of Black Smith Shop.



Fence-

21400

20 + 93 =

Turntable:

20 + 286

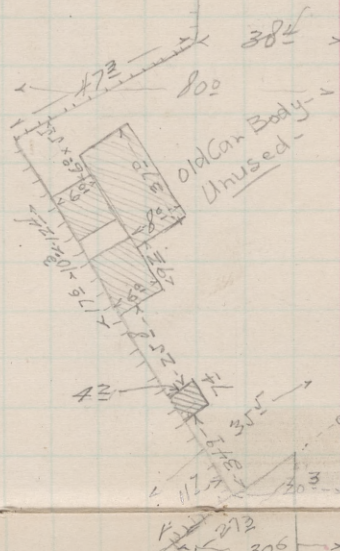
20 + 18 = Cor. of Fence

19+96<sup>5</sup> Cor. of Fence

19 + 033

P.L. E.L. Brick Bldg  
corner of Fence

Col. of Fence.



24+50

18" Corrugated Iron Drain From Street

24+54<sup>4</sup>

E.L. Toilet

24+48<sup>8</sup>

W.L. Toilet

24+40<sup>2</sup>

E.L. Paint Shop

24+14<sup>2</sup>

W.E. Ret. Wall

28+69<sup>2</sup>

End of Fence

23+07<sup>6</sup>

W.L. Paint Shop

23+00

Fence

22+72<sup>6</sup>

W.L. Store Room

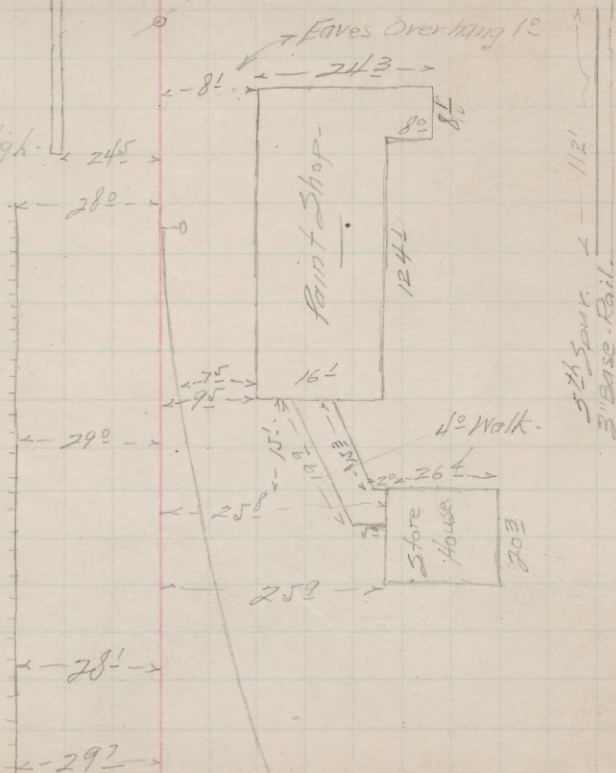
22+50

Fence

22+00

Wall 11' High

Wall 3' High





47+21± M.L. Stationing =  
31+14± Yard Track BaseLine =

31+14± P.S. In West Bound Main-

27+76± M.E. Conc. Ret. Wall

27+00

26+00

25+20

24+68± M. Cor. Toilet -

24+55±

12" X 24" Box Culvert-

24+50

18" Corrugated Iron Drain From Street

2' High 8" H Top

36' High

78' High

10±' High

Wall 11± High

# - SAUSALITO - - SHOP YARD - Station Plan Data-

6-26-N

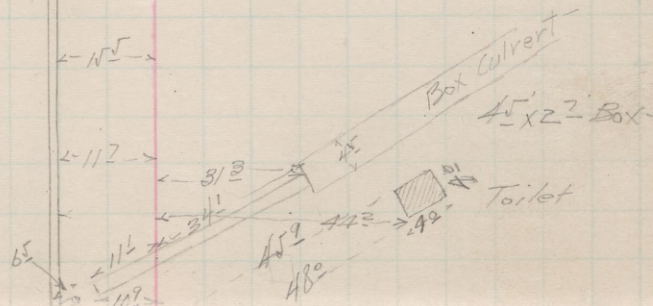
N.T.R.

6-29 & 30-15

R.D. Foot-

Location of All Building  
Structures - Etc -

For Alignment See Pages 14 to



Sausalito Shops - Spur Track Behind Electric Car Shop -

(#15)

452

2+39

5+93°

End of Spur Track -

48' of Rail - 3" Base - 2+40?

389.5' of 56# Barrow

685.5' of 50# Rail -

152' of 60# Rail -

30° of 56# Sw. Pts -

180' of 56# Frog

4+31

Pt. Where Track Throw Began -

4+21°

End of Narrow Gauge Rail

1+27°

Derail Hays -

0+48°

P.F. #8

0+00

P.S. Standard & Narrow Gauge.





2+074

P.S.

1+825

P.S.

1+775

B.C.  $50^{\circ}35'44''$

1+058

P.F. #9

0+701

P.F. #9

0+5956

E.C.

0+2995

P.I.

Ext = 083  $\Delta = 6^{\circ}22'$

0+0025 B.C.  $10^{\circ}44'$  LT

0+00 P.S. Yard Track =

18+5182 P.S. Main Line =

18+0762  $\neq$  Stationing

5035' Curve

$L = 5266'$

$Ac = 9746'$

$S.T. = 4828'$

0+5956 E.C.

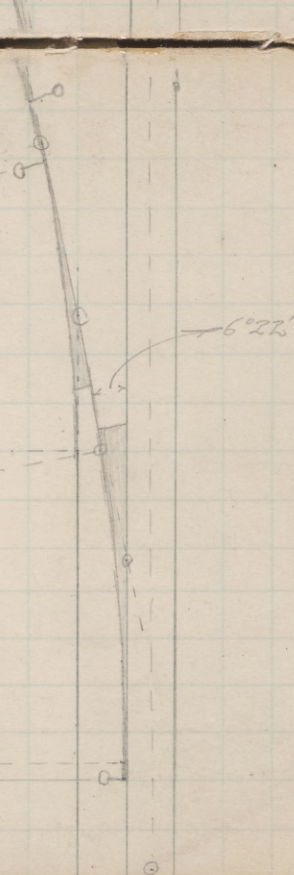
1044' Curve

$\Delta = 6^{\circ}22'$

$Ac = 5931'$

$S.T. = 2920'$

0+0025 B.C.





7+93'

P.F.

7+24<sup>0</sup>/<sub>2</sub>

P.S.

+76°

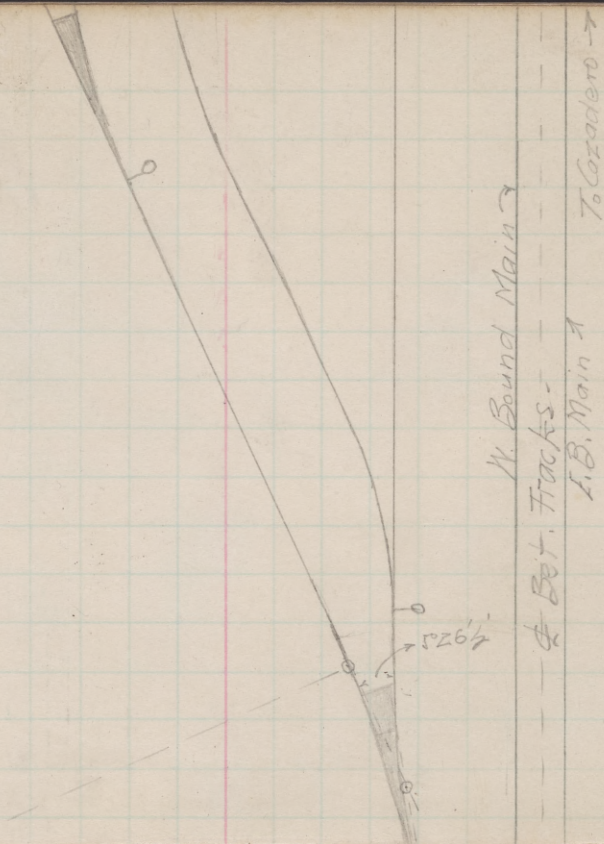
P.F.

2+75°

I.L.

2+26<sup>32</sup>/<sub>2</sub>

P.I.  $\Delta = 5^\circ 26' 32''$  Lt



10+70.71  
+57.2

E.C.

P.F.

10+28.14

P.I.

[Ext. 14.3  
 $\Delta = 79.02' Lt$   
Arc = 85.21  
S.T. = 42.71]

9+95.3

P.S.

9+85.43

B.C. 9000' Lt

9+84.9

P.F.

9+15.8

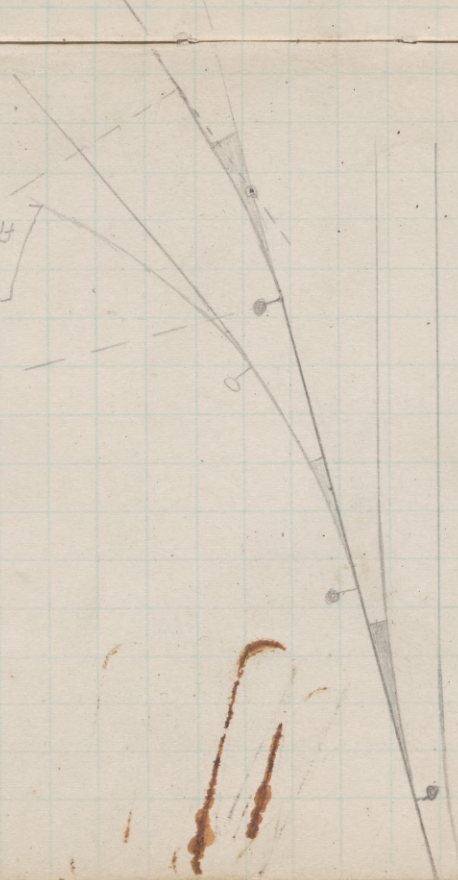
P.S.

9+02.1

P.F.

8+33.5

P.S.





$$16 + 24 \overline{) 51} \quad \text{E.C.}$$

(15)

15450 28 P.I.

$150^{\circ}30'$  Centre  $R^{\circ} - Arc = 150^{\circ}20'$

14 + 73 81 BC. ✓ 15° 30' R+

Machinist Shop

FS 157373

54

Frog #

Frog #

14+145 Frog #

13+472 SW Pt

See Page 15



22+105

21+

$$474 \times 112 \times 125 \times 120 \times 20^3 \rightarrow 9450$$

$$462 \times 116 \times 122 \times 123 \times 20^1 \rightarrow 9400$$

$$432 \times 120 \times 120 \times 126 \times 20^0 \rightarrow 8450$$

$$412 \times 131 \times 121 \times 20^1 \rightarrow 8400$$

$$322 \times 130 \times 115 \times 20^1 \rightarrow 7450$$

$$256 \times 122 \times 100 \times 20^1 \rightarrow 7400$$

$$192 \times 122 \times 72 \times 20^9 \rightarrow 6450$$

$$168 \times 122 \times 220 \rightarrow 6$$

$$156 \times 74 \times 242 \rightarrow 5450$$

$$132 \times 15 \times 275 \rightarrow 5400$$

192  
216 201

279  
262

212  
289

411 403  
64

268 220  
382 23  
539 128  
371

322  
472

127  
245

Machi

# Sausakito Shops Yard Tracks

7-7-14

8F+ 1/2  
3 1/2  
4 1/2

<12<sup>8</sup> \* 11<sup>0</sup> \* 12<sup>4</sup> \* 11<sup>4</sup> \* 20<sup>8</sup> >

<11<sup>8</sup> \* 11<sup>9</sup> \* 12<sup>0</sup> \* 20<sup>3</sup> >

<11<sup>8</sup> \* 11<sup>8</sup> \* 11<sup>9</sup> \* 20<sup>3</sup> > 13+00

\* 12<sup>3</sup> \* 12<sup>3</sup> \* 11<sup>5</sup> \* 20<sup>6</sup> > 10+00

20<sup>4</sup> 10

2.5w Pt



22+100

21+

Turn  
table

21

19! 60 20+50

423

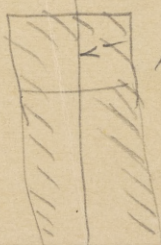
10<sup>9</sup> 1! 21+00

305 38 21+50

189 22+00

86 22+50

24 23



15! 23+25

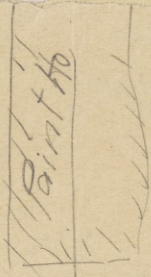
Nach

25 Sept

15



22+10  
21+  
272



← 163 → 24+50

← 133 → 24

→ 67 ← 25+50

→ 12 ← 26

Machis

25w Pt

15



27x10x

 $2i+4$ 

272

118

16

9/11/81

2400

004-100

6124-20

Ref. Val

①

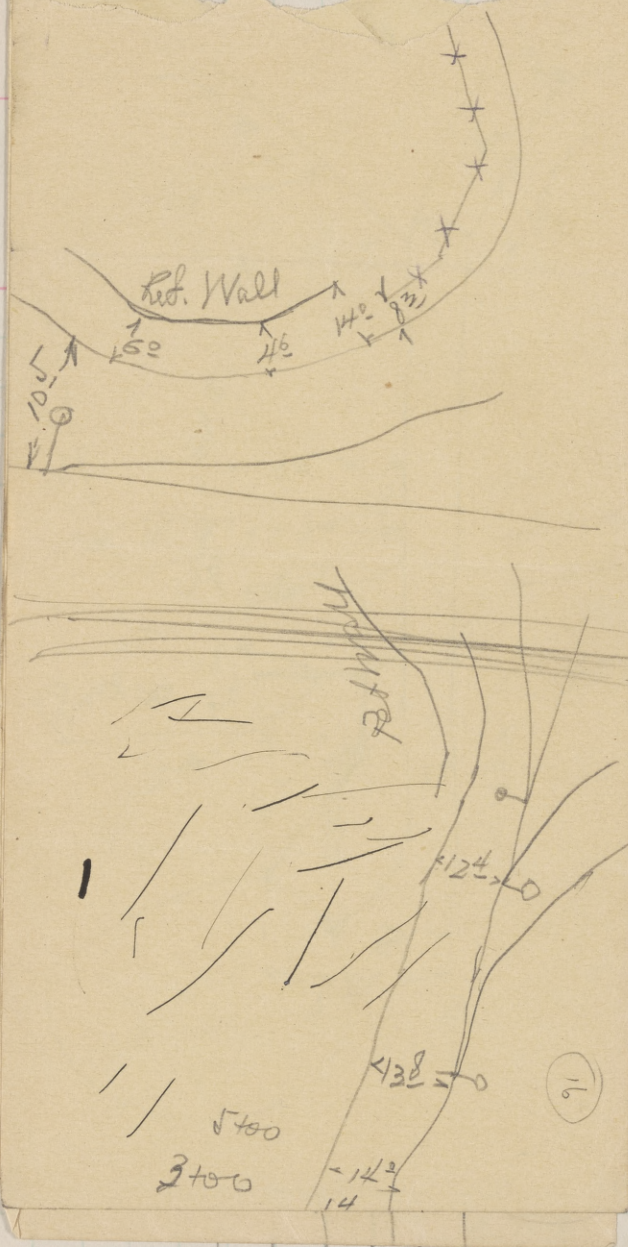
Machin

25wpt

5



22+10  
21+41



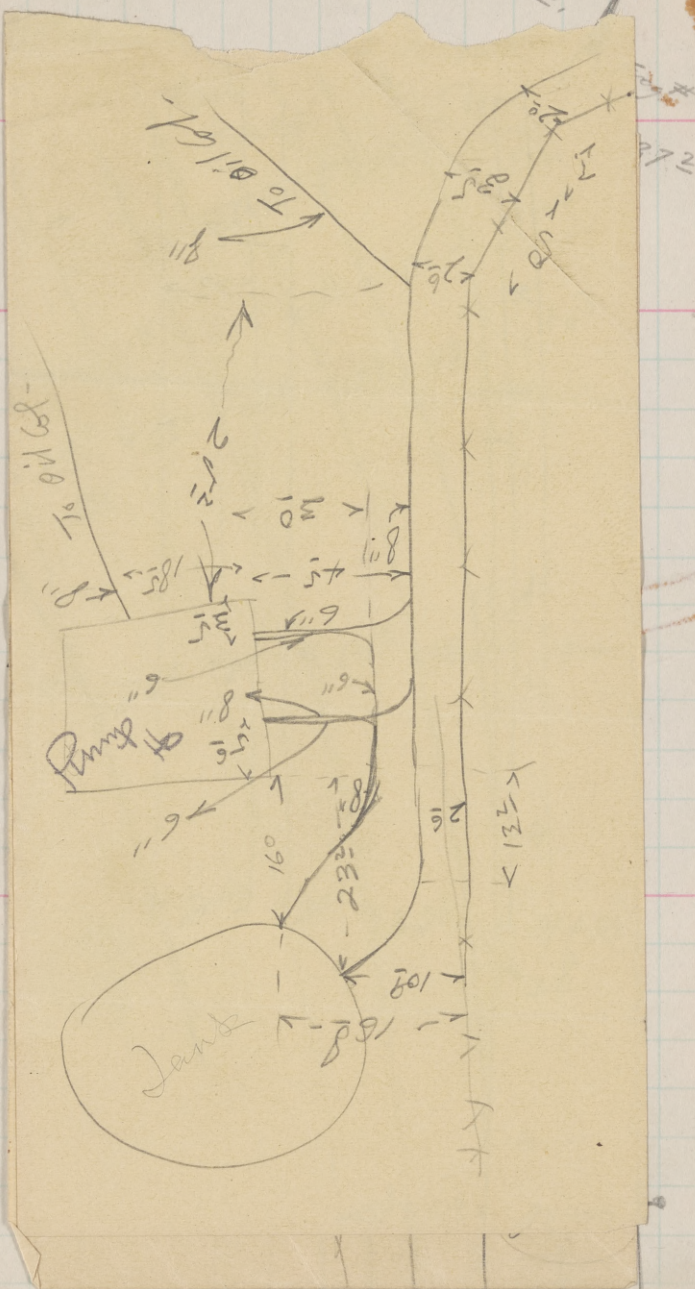
Mach

725wpt

15



22+10  
21+41.5



Nach

30

15

43  
30

70 SW Pt

15



21+10  
21+41

Mach.  
Shop

17+433 [3]

$\angle 25^\circ \times 15^\circ \times 22^\circ$

18+00

$21^\circ \times 66^\circ \times 14^\circ \times 15^\circ$

+50

$\times 24^\circ \times 22^\circ \times 62^\circ \times 12^\circ \times 9^\circ$

32

$\times 26^\circ \times 24^\circ \times 54^\circ \times 9^\circ$

19+00

$\times 24^\circ \times 24^\circ \times 35^\circ$

19+50

28

$\angle 23^\circ \times 17^\circ$

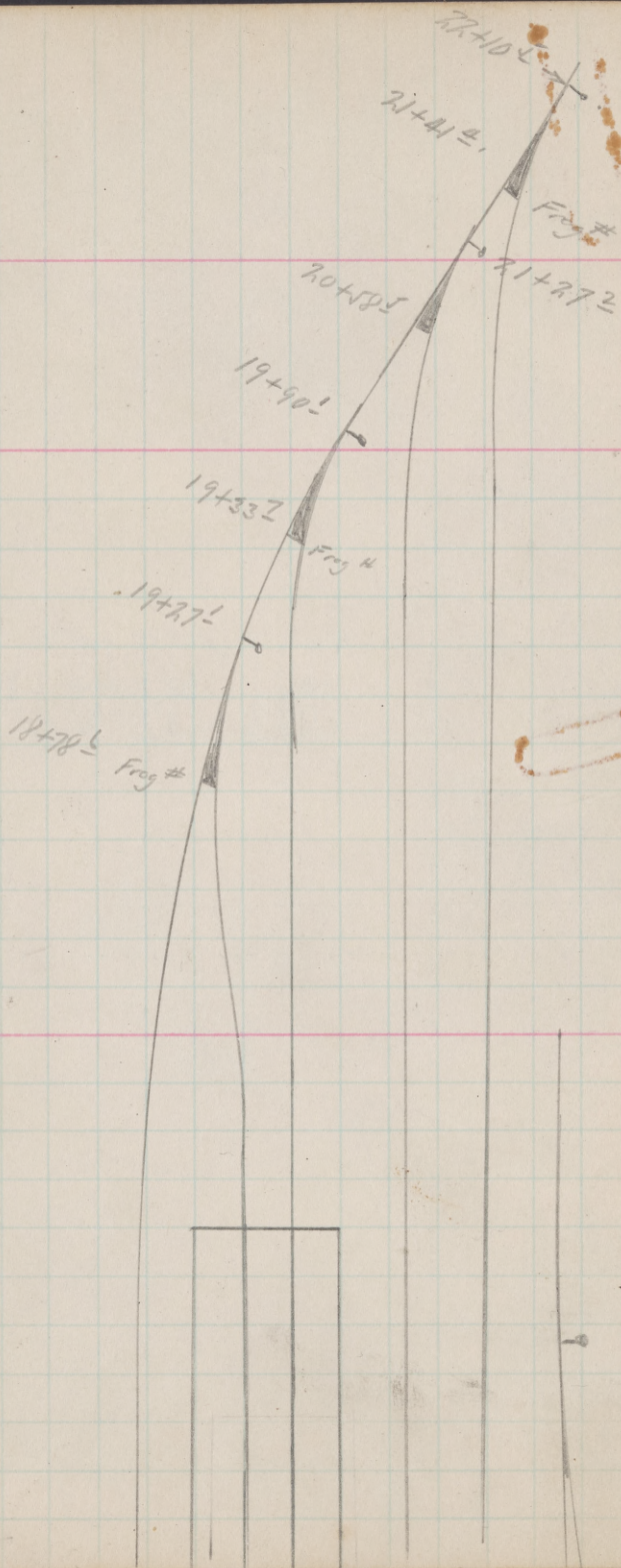
20+00

Nach

72 SW Pt

15





F#

26+32.4 P15v.

25+63.5 F-09

25+66.3 E.S.

24+39.7 B.S.

23+49.0 P.S.

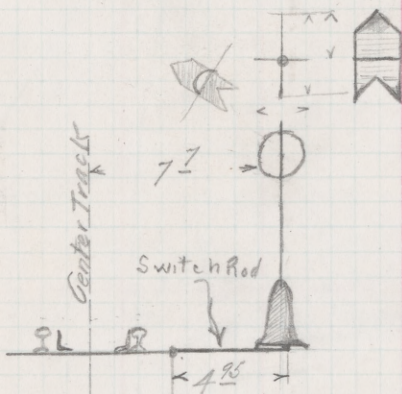
Frog. 22+76.3  
#



# Santa Rosa

FH/2 & G.S.

|                        |                                  |
|------------------------|----------------------------------|
| 2788 + 68 <sup>5</sup> | 2800 <sup>0</sup> Crossing       |
| + 03 <sup>2</sup>      | 24 <sup>3</sup> Sign Wye         |
| 2771 + 36 <sup>2</sup> | 26 <sup>3</sup> (out at Rt) High |
| 2771 + 34 <sup>2</sup> | 28 <sup>3</sup> Crossing Si      |
| 2756 + 11 <sup>2</sup> | 41 <sup>0</sup> At RR Crossing   |



Wallace Sw. Stand.



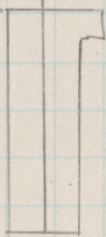
F#

26+32<sup>4</sup> P.S.V.

25+13<sup>4</sup> F.O.

25+66<sup>3</sup> E.C.

24+39<sup>7</sup> B.E.



23+49<sup>0</sup> P.S.

Frog. 22+76<sup>3</sup>  
#



(2)

(3)

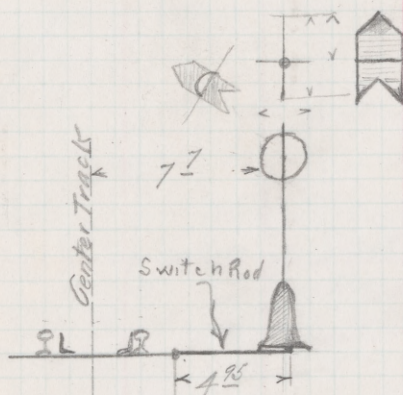


# Santa Rosa.

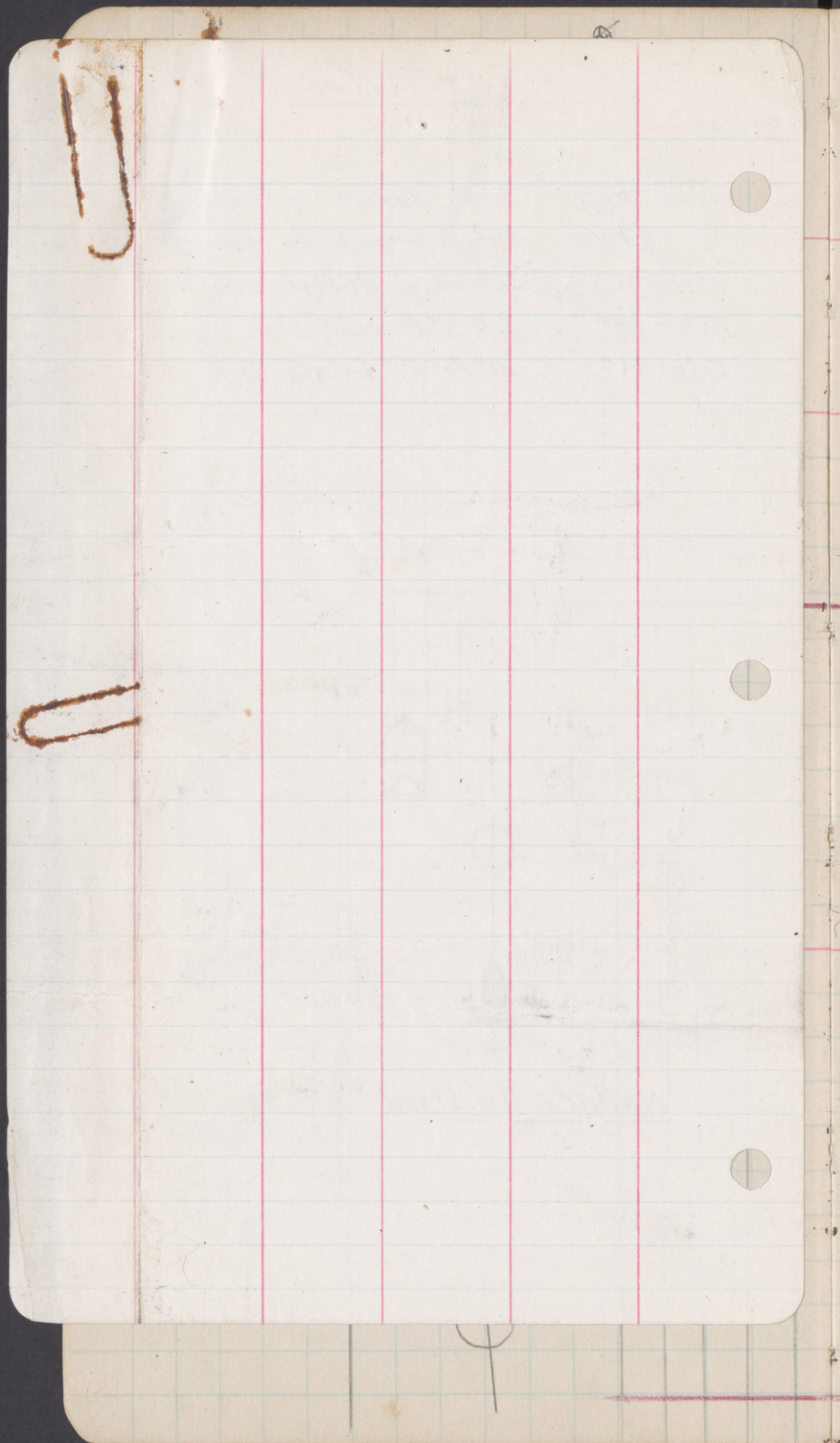
Feb 8 & 9.

Feb 1911

2788 + 68<sup>5</sup> 2800<sup>00</sup> Crossing Sign Rt  
 + 13<sup>2</sup> 284<sup>3</sup> Sign Wye Siding.  
 2771 + 36<sup>2</sup> 269<sup>0</sup> (out at Rt) Kig Wag Signal.  
 2771 + 34<sup>2</sup> 28<sup>0</sup> Crossing Sign  
 2756 + 11<sup>2</sup> 41<sup>0</sup> At RR Crossing Bell



Wallace Sw. Stand.





(See Page 18)

PN 29+26.5

PIE 28+57.2

Frog #

⊕ ES. 41+00

⊕

⊕ 20' x 20' x 20' x 39' x 20' ⊕

See Page.

41+00

Second Track  
Main Line

Pt. Sv.  $47+21 \pm$  Main Lin.  
 $31+14.2$

$30+36.2$  E.C.  $30+43.9$

PSN  $30+49.5$

$75^\circ 44' \Delta$   
St. 172

L.C.  $220 \pm$

$29+62.2$

Fig. 10

$28+18.4$

Fig. #10

$44+50$

$28+11 \pm$  B.C.  $1190' \pm$

$44+50$

See Page 17





Track #14 2 Spur -  
Stationing from West to East  
Narrow Gauge

4. Rail

Steel -

11+105 End-Spur -

0+332 P.F. #8

0+739 Hayes Detail

0+100 P.S. ———

11+105

7+55

0+764

0+100 P.S. ———

40# Rhymney - Steel -

35# D.V. & G. Steel

Bico 50#

A7. Rail.

Steel -

11+105

7+168

0+536

0+395

0+30

0+100

40# Rhymney '82

35# D.V. & G. Steel

Scranton 56# '86

Barrow 56# Frog

Bico 50#

P.S. ———



- Track # P - Spur -  
- Stud - Track -

7+80<sup>8</sup> W.E. Spur-

7+80<sup>8</sup>  
7+72<sup>6</sup>  
4+72<sup>8</sup>  
2+62<sup>3</sup>  
2+32<sup>2</sup>  
0+00 E.E. Spur.

---

30# Steel  
50# .32 Base Iron.  
40# .25 Base Steel  
45# E.V.Co. L. .28 Base  
40# Rhymney & R.D.M.Co. .25 Base

7+80<sup>8</sup>  
7+72<sup>6</sup>  
5+04<sup>6</sup>  
2+33<sup>8</sup>  
2+03<sup>6</sup>  
0+00

---

30# Steel  
50# .32 Base Iron-  
40# .25 Base Steel  
45# E.V.Co. L. .28 Base  
40# Rhymney & R.D.M.Co. .25 Base

Lead 898 P.O.  
0+

#740-Fig.

| <u>Sta</u>         | <u>Offsets</u>  | <u>LB</u>                          | <u>Lead</u> |
|--------------------|-----------------|------------------------------------|-------------|
|                    | Lt. Rt.         | Lt.                                | 0+00 P.O.   |
| 1+00               | 6 <sup>25</sup> |                                    |             |
| 1+05 <sup>33</sup> | 7 <sup>90</sup> | 23°26' <sup>1</sup> / <sub>2</sub> |             |
| 1+55 <sup>33</sup> | 3 <sup>25</sup> |                                    |             |
| 2+05 <sup>33</sup> | 5 <sup>40</sup> |                                    |             |
| 2+15 <sup>45</sup> | 7 <sup>73</sup> | 27°46'                             |             |
| 2+65 <sup>45</sup> | 2 <sup>41</sup> |                                    |             |
| 2+89 <sup>62</sup> | 5 <sup>67</sup> | 31°19'                             |             |
| 3+39 <sup>62</sup> | 6 <sup>59</sup> |                                    |             |
| 3+89 <sup>62</sup> | 6 <sup>73</sup> |                                    |             |
| 4+11 <sup>72</sup> | 5 <sup>15</sup> | End                                |             |

2+24<sup>+</sup> P.O.

0+86<sup>5</sup> P.O.

0+00 Eastline  
Johnson St.

Note. Offsets - Rt. & Lt. of Traverseline  
Running East.

Ho. Track  
← To C.F.





4+55

32° fl Rt.

32°

Length 444'

East Bound Track

32°

44'

2+93'

Pt. Frog.

2+91'

End Track 32° Rt

2+22'

Pt. S.W.





Spur to D.M. & E. Co. on Right of East Bond Trac

(21)

74318

6454

5 + 89

5 + 15 =

302 ft RR

67

~~227~~  
317

25/

X. 32.

$3 \times 3$

29, 30

200

k 258

25 x 2

\* 224

2100

1750

$8 + 33 \frac{6}{10}$  M Lead Sta

7+243 P.S. M. Lead Sta

Mar. 20 - head.

70-10

302

232

4455

380+1 R1.

152-8

Lens

8+93'

8+91'

8+92'



Spor to D. M. L. & L. Co. on Right of East Bond Track

(21)

July 1914

7431<sup>2</sup>

Pt. S. w.

6454<sup>2</sup>

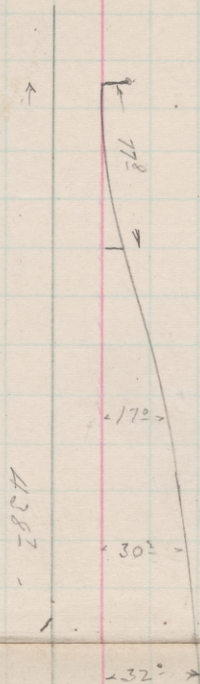
#10 frog.

5489<sup>2</sup>

17° ft. Rl.

5415<sup>2</sup>

30° ft. Rl.



2049 for Long

252  
34  
83  
38  
245  

---

2047

PUT IN  
BY C.T.

245

245

61



$\frac{1}{2}$

|              |      |                   |
|--------------|------|-------------------|
| 0+00 top tie |      |                   |
| 0+0 A        | 5.45 | 6.5               |
| 0+29.5       |      |                   |
| 0+32         | 4.95 | 6.95              |
| 0+51         | 5.25 | 7.27              |
| 0+63         | 5.4  | 7.45              |
| 0+75         | 5.30 | 7.63              |
| 0+90         | 5.45 | 7.75              |
| 1+06         | 5.70 | 8.09              |
| 1+19         | 5.90 | 8.29              |
| 1+34         | 6.20 | 8.48              |
| 1+47.5       | 6.40 | 8.70 <sup>5</sup> |
| 1+47.5       |      |                   |
| 1+93         | 7.4  | 9.40              |
| 2+09         | 7.9  | 9.6               |
| HLTIDE       | 9.7  | 9.7               |
| 2+00         |      | 9.5               |

SIDE OF ROAD

SIDE OF ROAD



TIBODON-

TILE DEPIN-

1.0 ✓

2.0 ✓

2.0 ✓

2.0 ✓

2.33 ✓

2.3 ✓

notes copied in other book

2.39 ✓

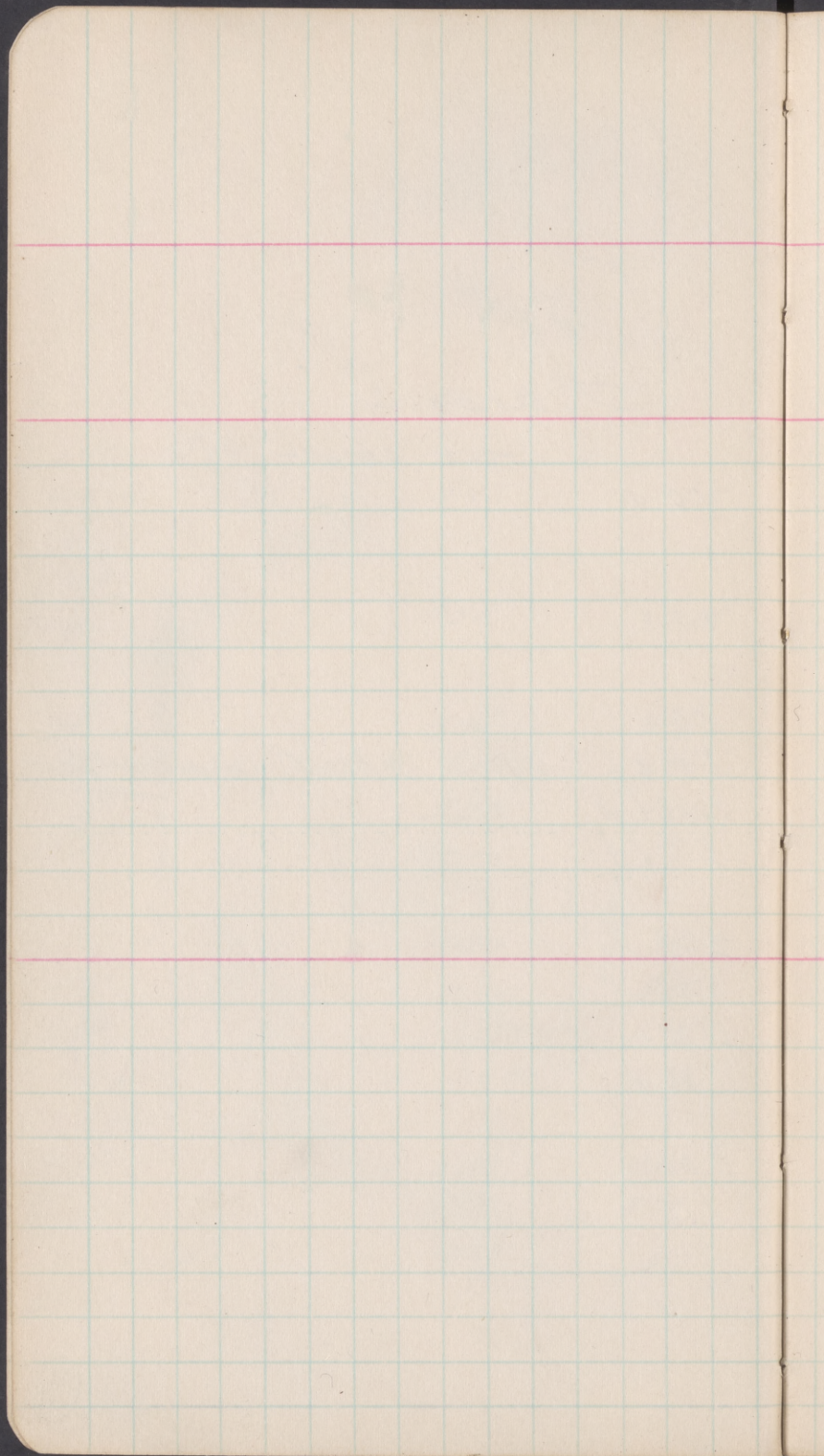
2.39 ✓

2.28 ✓

2.30 ✓

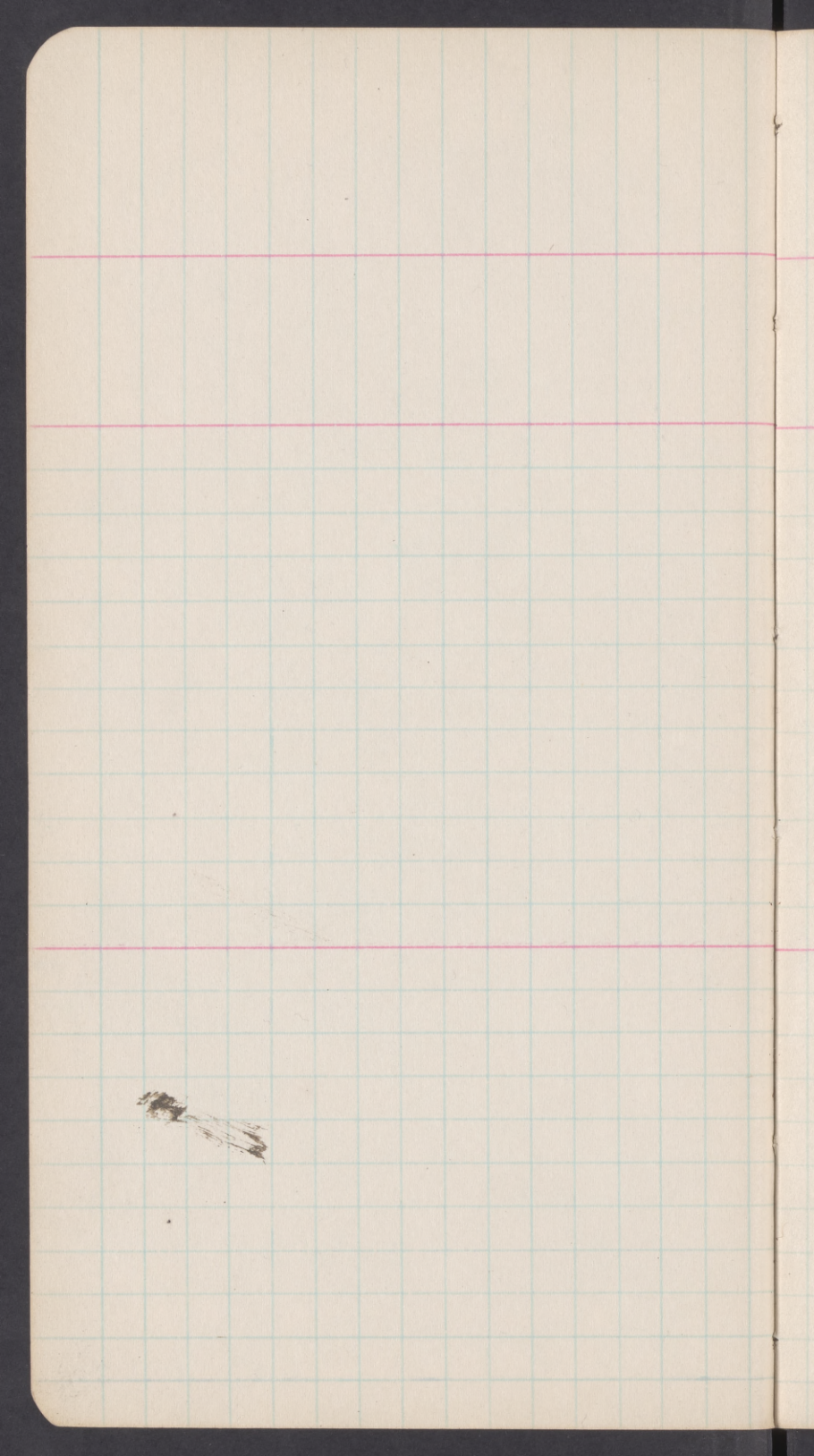
2.00

1.7





(24)





(25)

9500 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772 1772 1772 1772

1772

1772





#1

1-2 15 ft  
1-3 15 ft

1-4  
1-5

1-6

1-7 15 ft

1-8 15 ft

1-9 15 ft

1-10 15 ft

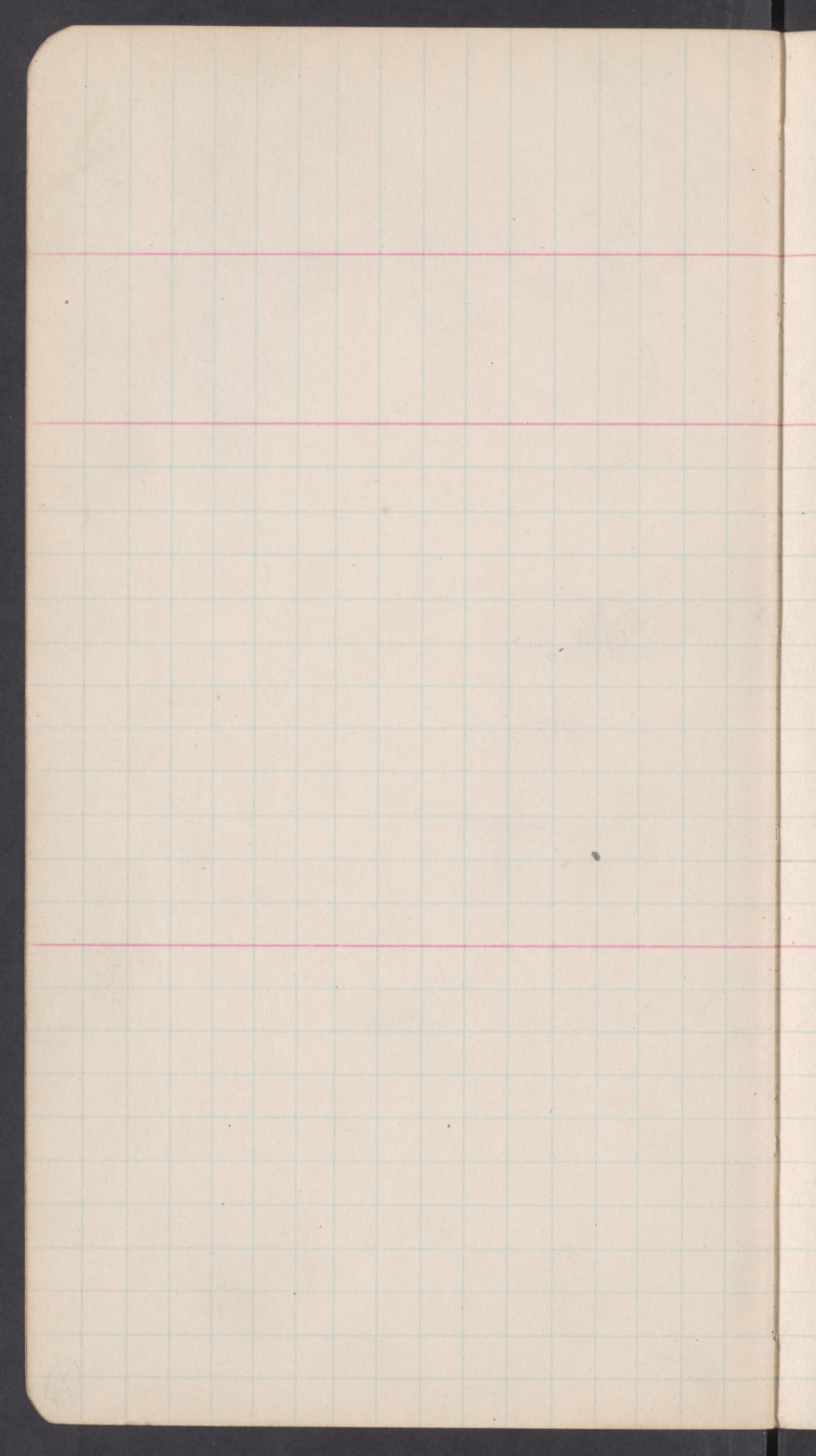
1-11 15 ft

1-12 15 ft

1-13 15 ft



(27)





50.8

- SANTA ROSA -

LOCATION FLEETING  
signal - 6th St.

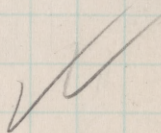
↑  
TO J.F.  
MAY 15

6th.

ST.

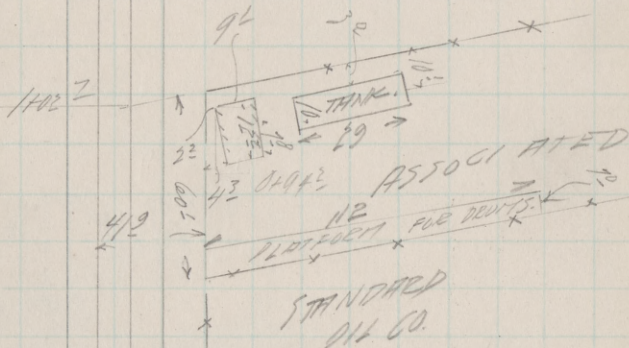
40°

TRENCH  
5/16



# - SANTA ROSA - ASSOCIATED OIL -

1402 4 → P.S. 179 29 + 70 3



E.S.

2738 + 180

0+00

LINE

2738

2738 + 180





Plotted 5/23/16.  
 Feb N 34

- SANTA ROSA -

LOCATION ASPHALT & ING  
 PLAT. CITY ST. IMPROVEMENT  
 CO -







CHECK STEEL SANTA ROSA-

7+98.5 PT. SW. #11 F



S.F.

MARCH 15-1916 31

is lit

M.H.M.  
M.H.M.

FROM TREES  
OVER CREEK  
EAST  
TWO TREES  
NEST IN T. 20

Note: Lt or Rt.  
is always taken  
as going in direction  
of increasing  
stationing.

M.H. E.S. 2743 + 55<sup>9</sup> W  
P.S.M. #15 (A)

P.S.M. #11 (B)

(M.H. E.S. 2743 + 55<sup>9</sup> W)  
P.S.M. #15 (B) LEAD = 63<sup>2</sup> 0 + 86<sup>6</sup>

P.S.M. #17 (A)

P.S.M. #16 (A)

P.S.M. #12 (A)

P.S.M. #11 (A) = MAX LINE  
E.S. = 2744 + 79<sup>0</sup>

31

TRAIL

| STATION           | LT.             | Φ   | RIGHT       |
|-------------------|-----------------|-----|-------------|
| 100 TRACK N       | (A) ✓           | 65# |             |
| 0+15              | 55/56#          |     |             |
| 0+27 <sup>1</sup> | 50/56#          |     | 65/56# P.S. |
| 0+79 <sup>8</sup> | 56/56#          |     |             |
| 1+09              | 56/50           |     |             |
| 1+70              | 50/56# P.S. 02  |     |             |
| 7+14              | J. P.S. #15 (B) |     |             |

| TRACK #17                    | LT.    | Φ   | RT     |
|------------------------------|--------|-----|--------|
| (B) end = 0+00 = END OF SPUR |        | 50# |        |
| 3+24 <sup>4</sup>            | 50/56# |     | 50/56# |
| 3+34 <sup>2</sup>            | 50/56  |     |        |
| 3+93 <sup>5</sup> P.S.W.     | (A)    |     |        |

| TRACK #16         | LT.    | Φ   | RT     |
|-------------------|--------|-----|--------|
| STN. (A) = 0+00   |        | 56# |        |
| 3+54              | 56/50# |     |        |
| 3+78 <sup>2</sup> | 50/56  |     |        |
| 4+01 <sup>5</sup> | 56/50# |     |        |
| 4+16 <sup>2</sup> |        |     | 56/50# |
| 6+12 END          | 50#    |     | 50#    |



P.S. #1 ✓ (M.L. STA. 2744 + 52  $\frac{4}{2}$ )  
 LEAD = 74'

P.S.W. LEAD = 57' STOP SWITCH

Heel frog

LEAD = 63.5 STOP

P.S.W. #17(A)

LEAD = 63' STOP (STOP SWITCH)

# SANTA

| STA.                           | LT     | CL           | RT     |
|--------------------------------|--------|--------------|--------|
| TRACK #12                      |        |              |        |
| (B) END = 0+00                 |        | 56#          | 56#    |
| 0+23 <sup>0</sup>              | 56#    |              | 56#    |
| 0+34 <sup>0</sup>              | 56/50# |              |        |
| 0+79 <sup>5</sup>              |        |              | 50/56# |
| 0+94 <sup>0</sup>              | 50/56  |              |        |
| 4+44 <sup>0</sup>              | 56/65# |              |        |
| 4+62 <sup>0</sup>              |        |              | 56/65# |
| 5+01 <sup>5</sup> P.S. (H) #12 |        | POINT SWITCH |        |

| TRACK #8              | GEORGE BEES        | SPUR   |
|-----------------------|--------------------|--------|
| (A) SW. = 0+00        |                    |        |
| 1+06 <sup>5</sup>     | 65/56              |        |
| 5+82                  | 56/50#             |        |
| 7+50 END - (B) END.   | 50#                |        |
| 0+00 = (A) SW. P.H. # |                    | 56/56# |
| 1+18 <sup>5</sup>     | 65/56#             |        |
| 1+56 <sup>5</sup>     |                    |        |
| 5+08                  | 56/70              |        |
| 5+17                  | 70# + 169 - frog - |        |
| 5+22 <sup>5</sup>     | 70/56              |        |



BOFA —

0+00 = END SPUR

56# 7200


 LEAD = 72' Point SW —

PT. SW. =

0+00 = 27.42 + 826 M-LINE

GRACE BEOS SPUR

E Intersec. with P&amp;S.R. Rt.

# SANTA ROSA

| Lt.               | ♀                                  | Et                          |
|-------------------|------------------------------------|-----------------------------|
| 5+46 <sup>3</sup> | 54 <sup>3</sup> / <sub>70</sub>    |                             |
| 5+52 <sup>2</sup> |                                    | 70 <sup>th</sup> King frog. |
| 5+58 <sup>2</sup> | 70 <sup>th</sup> / <sub>56</sub>   |                             |
| 6+80              | 56 <sup>th</sup> / <sub>65</sub>   |                             |
| 7+07 <sup>5</sup> | 65 <sup>th</sup> / <sub>56</sub> # |                             |
| 7+68              | 56 <sup>th</sup> / <sub>65</sub>   |                             |
| 8+30 <sup>5</sup> | 65 <sup>th</sup>                   |                             |
| END - (B)         |                                    |                             |
| 7+35 <sup>5</sup> | = inter. ♀ spur & Nest             |                             |

TRACK #9 ✓ Lt. ♀ Et.

END SPUR (A) = 0+00

0+00.

|                   |                                  |                                  |
|-------------------|----------------------------------|----------------------------------|
| 1+32              | 50 <sup>th</sup> / <sub>56</sub> |                                  |
| 1+89 <sup>5</sup> |                                  | 50 <sup>th</sup> / <sub>56</sub> |
| 3+77 <sup>2</sup> | 56 <sup>th</sup> / <sub>65</sub> |                                  |
| 3+92 <sup>2</sup> |                                  | 56 <sup>th</sup> / <sub>65</sub> |
| 4+97              | (B) PSM.                         |                                  |

TRACK #10 Lt. ♀ Et.

PSM (B) = 0+00

1+76<sup>2</sup>

2+66<sup>5</sup> END SPUR (A)



GEORGE BEOS' SPUR  
CONTINUED -

Intersect with P.C. S.R.R.

65<sup>th</sup>

2-mils over new culvert.

{ Rock ballasted -

11th & 2nd St.

PT. SMITH SPUR <sup>M.L. LINE</sup> STA. = 2749+60<sup>3</sup>

M.L. SMITH 0+00 = E.S. 2750+76<sup>2</sup>

- SANTA

TRACK #3 ✓

from TRESTLE OVER CREEK

(A) EASTWARD.

L+      \$      R+

2742+59.4 P.S.      65#

2748+00 = PT. ON TRACK #3  
= 0+00

1+145

65#  
56#

2756+980

56/65

TO PT. SW. M.L. = 2759+484      65#

X-OVER.

2757+915 = 0+00

MEASURE WESTWARD

along X-OVER

4-

\$

R+

0+45

65/56#

0+843

1+683

56#

65#  
56#

WAVE  
TK. TO PASSING  
TK.



POSA -

BEGIN CHECK FROM APT. ON THIS  
TRACK - 2742+59.4 - P.M. #

49+145

EAST END THIS TRACK  
PT. E.S. 2759+48<sup>4</sup>

EAST PT. SW = (B) ✓

WEST. SWITCH X-OVER - 17UB-

- OPPOSITE E.S. 2755+722

SANTA

HOUSE-TRUCK #20 ✓

P.S.M. (9) 2748+00 = 0+00 Lt. \$ Pt.  
1714.3 65#  
65/56#

7+67<sup>6</sup>

56/50# (1M X-OVER)

8+40<sup>1</sup> 50/50

9+07<sup>7</sup>

56/50

9+80<sup>1</sup> 50/56

10+03<sup>7</sup>

50/56

10+27<sup>9</sup>

56/50

11+48<sup>9</sup>

50/56

12+49<sup>4</sup> 56/50

13+99<sup>4</sup>

50/50

14+28.6 50/56

15+39.7

50/56

17+58.9 P.S.M.

56#

1076.8

2835.7 b.h.

56/50  
50/56  
56/50  
56/50  
65#



DOSA ———

BEGINS. 2748+00 = PT. ON #3 TRK  
OPPOSITE 44+14.3

" DIV. STOP 2755+72.9 ✓  
OPPOSITE MAIN LINE 2757+14.1

OPPOSITE MAIN LINE - 2757+14.1

OPPOSITE M.L. STA. 65+67.5

OPPOSITE M.L. STA. 2772+97.5

OPPOSITE M.L. STA. 74+44.0

OPPOSITE M.L. STA. 75+04.0

2776+44.3 END TRACK #20 (P)

MAIN LINE STA.

10768

SANTA

X-OVER

L+

Q

R+

2463+94<sup>L</sup> P.S. X-OVER

W#

= 0+00

65#

0+862

56#

1+749 P.S.TOB.

56#

TRACK #19

2765+365 (B) P.S.M.

0+00

7#

Q

R+

0+24

65#

0+445

65#

1+013

56#

2+935

50#

3+748 P.S.M.

4+098

56#

7+322

50#

7+622 P.S. TRACK #18

8+793

56#

8+93.1

65

56#

9+942

DT. M. - (A)



FOSA \_\_\_\_\_

(A) MAIN LINE - 2463 + 9A. -

HOSE TR

P. SWITCH  
MAIN LINE (B) END. 2765 + 36<sup>5</sup>

= P. SW. LUTHER SPUR - TRACK #21V

STOB-SWITCH - <sup>OPPOSITE</sup> M.L. STA. = 2757 + 78<sup>3</sup>

opposite M.L.E.S. =

(on print as stub. has been  
changed and is now  
PT. SWITCH -)

SANTA

L+      &      Z+  
LUTHER TRACK #11 ✓

P.S. STOB = 0+00      56 #

1+07 1/2      56/50 #  
6+04 1/2      END SPUR JO #

- P.S.M. (B) TRACK #18 ✓  
= 0+00      L+      STOP - 24.  
0+53      56/5  
0+83      65/56  
3+29 1/2      56      END



POJA -

on right

opposite M.L. E.S. =  $2761 + 62^3$  ✓  
STOB SWITCH

LEAD = 48°

STOB

- SANTA

TRACK #22 CORRECTION

$$(A) = 2754 + 272$$

$$= 0700$$

LT.

Φ

RT.

(A) 11+135 PSN. THIN LINE

$$9 + 902 \text{ PSN. \#19.}$$

$$9 + 15$$

$$8 + 898$$

$$4 + 168$$

$$3 + 895$$

$$3 + 15 \equiv \text{PSN. + OVER}$$

$$2 + 816$$

$$2 + 731$$

$$0 + 451$$

$$0 + 241$$

$$0 + 00 = 2765 + 36 \text{ (B)}$$

(B)

$$\frac{65}{56}$$

$$\frac{65}{56}$$

$$\frac{56}{65}$$

$$\frac{56}{65} \text{ FLO}$$

$$\frac{65}{56}$$

$$\frac{56}{65}$$



ROSA-

1+21-9

$$= 2754 + 272$$

$$1+212$$

$$1755 + 498 \quad \text{M. LINE = 577}$$

-X-OER. 744-65#PAK

main line E.S.  $2816 + 93^3$  P.M.  
= (B).

SANTA

RAIL CHANGE

MAIN LINE 65<sup>th</sup>

98 77<sup>5</sup> P. 5H

$$\begin{array}{l} 98 + 98^{\underline{6}} + 50 = \left\{ \begin{array}{l} 9 + 48^{\underline{6}} \text{ on AT.} \\ 9 + 63^{\underline{5}} \text{ on RT.} \end{array} \right. \\ 9 + 13^{\underline{5}} \end{array}$$

75<sup>th</sup>

RAIL-CHANGE

MAIN LINE



EOLIA-

TRACK # 22  
continued.

2765 + 36<sup>J</sup>

LT.

4

RT.

65<sup>#</sup> SWITCH

65 + 42<sup>J</sup>

$\frac{65}{56}$

66 + 22<sup>L</sup>

$\frac{65\#}{56\#}$

2776 + 05<sup>6</sup>

$\frac{56}{60\#}$

2776 + 97<sup>L</sup>

$\frac{56\#}{60\#}$

96 + 47<sup>L</sup>

$\frac{60}{65\#}$

2796 + 62<sup>0</sup> P.S.M. 65<sup>#</sup> SWITCH.

97 + 52<sup>L</sup>

$\frac{65\#}{56\#}$

97 + 67<sup>0</sup>

$\frac{65}{56\#}$

#22

L

4

R

2708 + 86<sup>J</sup> -  $\frac{56}{65\#}$

2709 + 16<sup>J</sup>

$\frac{56}{65\#}$

2810 + 32<sup>4</sup> P.S.M. 5 kg "J" -

2810 + 44<sup>8</sup>

15 + 76<sup>5</sup>

$\frac{65}{56\#}$   
 $\frac{56}{75\#}$

TRAIL #23-✓

STEEL L. & Pt.  
IN.  
—SIDING—

(A) MAIN LINE  
3785 + 168, WEST SH. 65#

86 + 229

$\frac{65}{56\#}$

86 + 370

$\frac{65}{56\#}$

98 + 156

$\frac{56\#}{65\#}$

(B) 2799 + 260 PSH.

65#

MAIN LINE



- SANTA ROSA -

WEST LEG - Y -

$$\begin{array}{rcl}
 P.S. = 0+00 & \text{E} & \text{R+} \\
 1+05\frac{1}{2} & & \frac{65\#}{75\#} \\
 1+20\frac{1}{2} & \frac{65\#}{75\#} & 
 \end{array}$$

$$\begin{array}{rcl}
 2811+32\frac{1}{2} = P.S.M. F. Leg Y. & & \\
 0+00. & 65\# & 
 \end{array}$$

$$\begin{array}{rcl}
 0+86\frac{1}{2} & \frac{65\#}{75\#} \text{ heel frog} & \\
 65\# \text{ switch} & 75\# & 
 \end{array}$$

evan Santa Rosa

# FULTON

|            | LT              | ¢ | RT.             |
|------------|-----------------|---|-----------------|
| TRACER #16 |                 |   |                 |
| 87+968     | $\frac{75}{65}$ |   |                 |
| 88+128     |                 |   | $\frac{75}{65}$ |
| 2988+403   |                 |   |                 |
| = 0+00     |                 |   |                 |
| (A)        |                 |   |                 |

|        |                 |                 |
|--------|-----------------|-----------------|
| 1+050  | $\frac{65}{56}$ |                 |
| 1+195  |                 | $\frac{65}{56}$ |
| V-724  | $\frac{56}{50}$ |                 |
| 5+39   |                 | $\frac{56}{50}$ |
| 12+910 |                 | $\frac{56}{56}$ |
| 12+080 | $\frac{50}{56}$ |                 |

|        |                 |                 |
|--------|-----------------|-----------------|
| 15+670 | in lead of      | $\frac{56}{65}$ |
| 15+87  | A switch-       |                 |
| 16+090 | $\frac{56}{65}$ |                 |
| 16+090 | PSA. tower      |                 |
| 16+090 | (B) #1          |                 |
|        | $\frac{65}{56}$ |                 |





MARCH 16

42

CHECK

RAIL

WEST SWITCH FULTON-

# OVERNEVILLE BEFNA

|                               | LT              | ¢               | RT              |
|-------------------------------|-----------------|-----------------|-----------------|
| 0+02 <sup>4</sup> 65#         |                 | 65#             |                 |
| 1+07 <sup>5</sup>             | $\frac{65}{56}$ |                 |                 |
| 56# FROG                      |                 |                 |                 |
| 1+48 <sup>6</sup>             | $\frac{56}{65}$ |                 |                 |
| 1+91 <sup>2</sup> PSM. #1(B)✓ |                 |                 |                 |
| 1+98 <sup>2</sup>             |                 | $\frac{65}{56}$ |                 |
| 4+24 <sup>0</sup>             |                 | $\frac{56}{65}$ |                 |
| 4+31 <sup>0</sup> PSM.        |                 |                 |                 |
| 4+76 <sup>0</sup>             |                 |                 | $\frac{65}{56}$ |
| 56# FROG                      |                 |                 |                 |
| 5+36 <sup>0</sup>             |                 |                 | $\frac{56}{65}$ |
| 5+43 PSM. # 2                 |                 |                 |                 |
| 5+66 <sup>5</sup>             | $\frac{65}{56}$ |                 |                 |
| 5+88 <sup>0</sup>             |                 |                 | $\frac{65}{56}$ |
| 56# FROG -                    |                 |                 |                 |
| 7+48 <sup>0</sup>             | $\frac{56}{65}$ |                 |                 |
| 7+66 <sup>6</sup>             |                 |                 | $\frac{56}{65}$ |
| 7+91 <sup>4</sup> PSM. #      |                 |                 |                 |
| 8+29 <sup>8</sup> PSM. #      |                 |                 |                 |
| 8+72 <sup>6</sup>             |                 |                 | $\frac{65}{56}$ |
| 9+09 <sup>6</sup> 56# FROG    |                 |                 | $\frac{56}{65}$ |
| 13+53 <sup>2</sup>            | $\frac{65}{56}$ |                 |                 |
| 13+61 <sup>2</sup>            |                 |                 | $\frac{65}{56}$ |



$$\begin{array}{r} 16 + 16.88 \\ 16 + 09 - \\ \hline 79 \end{array}$$

43

16

$$\begin{array}{r} 17 + 10 \\ 16 + 09.8 \\ \hline 1902 \end{array}$$

FULTON

= BEGIN BRANCH - ✓ (A)  
M.F.

SCALE TK - (opposite 2006 + 952)

P.S.M. # ~~3~~

P.S.M. oil track #11 ✓  
TURN TABLE TK ✓ #12

→ then to GREENVILLE

TWENTY FIVE TRACK ~~##~~ 8

END (B) = 0+00 L+ ~~56~~ 56

0+00

56#

2+55<sup>0</sup>

<sup>56</sup>/<sub>56</sub>

3+17<sup>0</sup>

<sup>56</sup>/<sub>65</sub>

3+35<sup>5</sup>

<sup>56</sup>/<sub>65</sub>

3+60 PSM. (A) STA = 8+29<sup>8</sup> ✓

WH SPUR.

L+

~~56~~

56

(7+91<sup>4</sup>) B. = 0+00 (B)

65#

0+00

0+25

<sup>65</sup>/<sub>56</sub>

0+43

<sup>65</sup>/<sub>56</sub>

1+10<sup>0</sup> 56 # P.F.

2+48<sup>0</sup>

END. (A)

<sup>56</sup>/<sub>56</sub>



## FULTON

8

TRACK # ~~1~~

11

~~1~~

21

0+00-

6J#

0+23

~~6J#~~

0+45

~~6J#~~

1+132

~~56~~~~56~~

1+382 PSN#3

56# FROG

1+990

~~56~~

2+080

56#

~~56~~

3+575 + (1+382) = 4964

~~56~~

TRACK # 3

all 56 except frog-  
in switch-

SCALE TRACK-  
(H) 0+00 L+



65# R+.

65/56

0+228

8+446

65/56

2+090

56/50

2+64

50/56

4+225

4+836

5+344

5+786

56/50

R+

6+680

9+545

50/56

9+690

50/56

11+064

PSM-

(B)



157 Gaultlit



FULTON

3006 + 95<sup>2</sup> S.F.S.

Krest end weight

4 clean = 11<sup>4</sup>

56

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

56-5

STB-SWITCHES

K. end " "

HEAD. ON STOP 11<sup>3</sup>main line STA = 3018 + 01<sup>4</sup>

# TRACK #6 #2

(B)

H.

♂

R.

0+00

65#

0+89<sup>5</sup>

65# HAZEL FLAG.

1+05<sup>3</sup>

65/56

1+02<sup>3</sup> PSM.

56/65#

11+14<sup>0</sup>

56/65#

11+27<sup>2</sup>

65#

12+33<sup>0</sup> PSM.

SPUR TRACK #9 #5

H.

♂

R.

P.S. = 0+00 (H)

56#

2+73<sup>2</sup>

56/50

2+78<sup>4</sup>

56/50 1121-

4+23<sup>6</sup> (B). END.

TRACK #10 #4

0+00 (B)

56# 1121-

1+74<sup>2</sup>

56/56

3+88<sup>2</sup> PSM- (H)



FULTON-

PSM. MLINE = 3019+638

1201<sup>9</sup>1200<sup>1</sup>

(17) 3007+637 PSM

main line STA = 3007+81<sup>2</sup> ✓main line STA = 3006+32<sup>4</sup>

HOUSE TRACK

|                      |     |     |    |
|----------------------|-----|-----|----|
| 2998+84 <sup>5</sup> | LT. | Q   | RT |
| 0+00 (A)             |     | 65# |    |

0+89<sup>2</sup>

1+16<sup>8</sup>

$\frac{65^{\#}}{56^{\#}}$

$\frac{65^{\#}}{56^{\#}}$

8+97<sup>5</sup> P.S.M. TR. #9

20+67<sup>8</sup>

$\frac{56^{\#}}{65^{\#}}$

20+80<sup>3</sup>

$\frac{56^{\#}}{65^{\#}}$

P.S.M. 3020+68<sup>8</sup> (B) main line  $\rightarrow$   
 = 21+85<sup>5</sup> ✓

- FVH TO A -

7th rails begins-

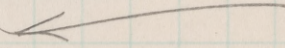
|                    |                           |                           |
|--------------------|---------------------------|---------------------------|
| 0+00 = EAST SWIRCH | LT.                       | RT.                       |
| 0+50 <sup>2</sup>  |                           | $\frac{65^{\#}}{75^{\#}}$ |
| 0+66 <sup>6</sup>  | $\frac{65^{\#}}{75^{\#}}$ |                           |



47

FULTON-

-3020+68<sup>8</sup>

MAIN LINE 

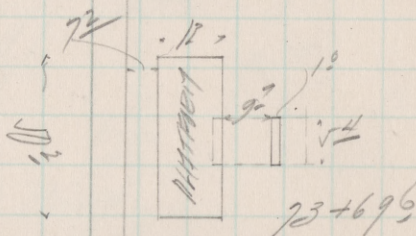
1050

MARCH

17-1916

MARK WEST

LOCATION PLATFORM -



2500r

W



17 APRIL

17-16

48

- WINDY

5.5

LOCATION/  
WEST TREST.

62 B

62 B.

5 BENTS  
4 OPENINGS.

60.5

40.5

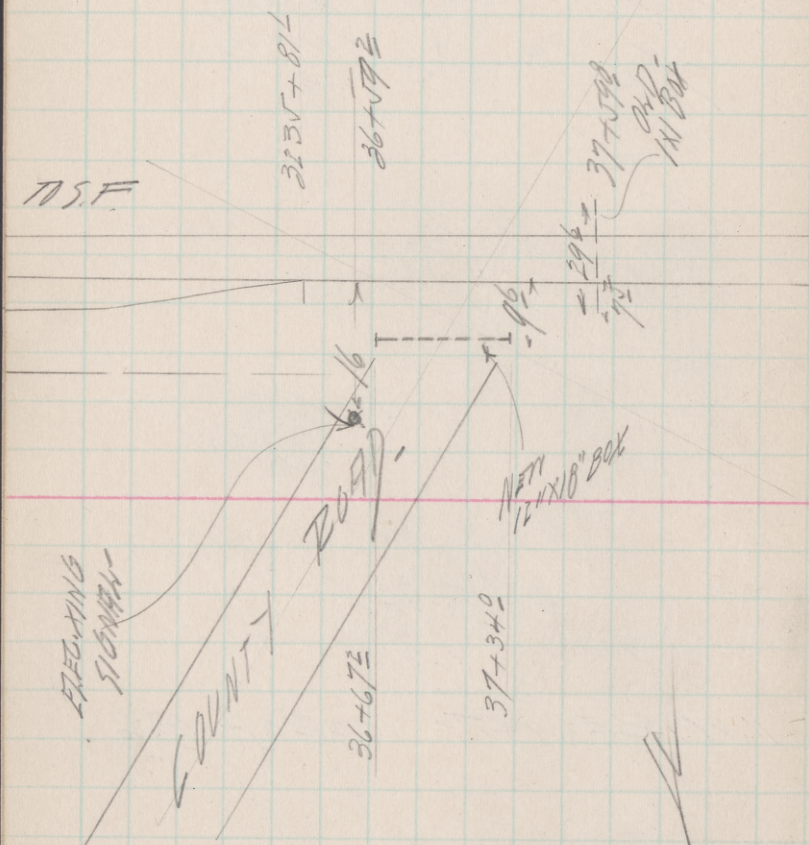
40.4

62 C

M.W. REPORT - MARCH 1916

# WINDSOR

LOCATION NEW BOX.  
UNDER ROAD KING-  
N.W. DEPT. MARCH 1916.





49

WINDSOR.

LOCATION NEW TREEST. 63F

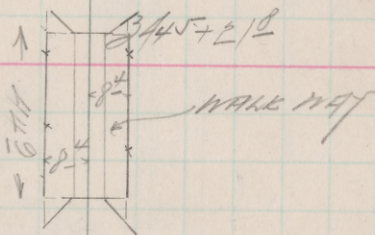
N.W. RETORT

MARCH 1916

TO S.F.

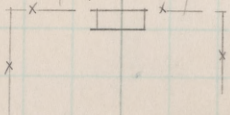
— 344 + 56<sup>5</sup> —

TREEST. 63C



WING FENCES  
REBUILT.

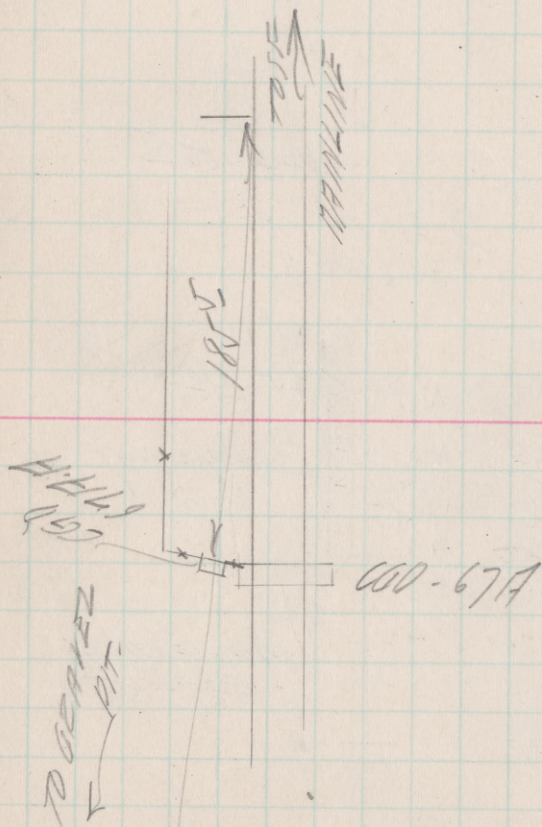
63F.



W

- PAUL HACHE -

N.W. REPORT. MARCH 1916 -  
RENEWED CGO. 67A-17.  
TO NEW #3 PIT.





50

RAILROAD

5.5

8

69

78

45

TRESTLE

67

100 ft

100

N. of Nervo? 8/21/16

GEYSER HILL

N.H. WORK REPORT

FEB. 1916.

3798+645

233.5

18" CONG. PIPE  
NO PARAPET  
MAINS

REST. 736



17 APRIL - 17. '6

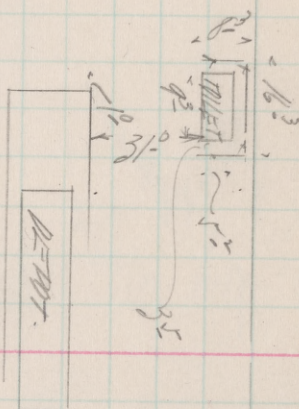
5/

— JEFFERVILLE —

LOCATION TOILET.

754

457



W

MAR 17/6

— ME NEAR —

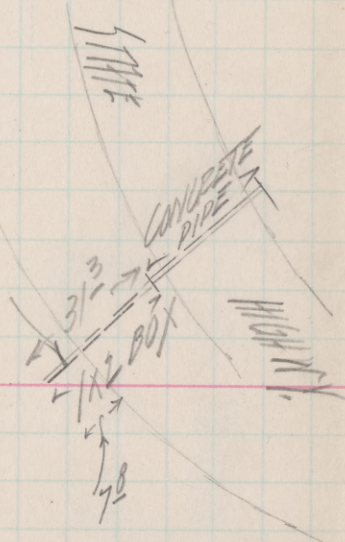
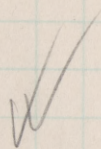
NEW YORK REPORT  
LOCATION 1X2 BOX—

— P.S.W. —



796  
0

Plotted by  
M. J. Anderson  
5/12/10



TO MILLIS.



12

PETALUMA

NEW WORK REPORT.  
TRFST. 37A



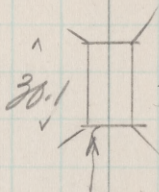
53.

550

PETALUMA

NEW YORK REPORT

37B.



1906+83<sup>2</sup>  
TEST. 37B

1907+13<sup>3</sup>

1907

1911+14°

PSA. WEST END  
PETALUMA-

# - PENN - GROVE - LOCATION X-ING BELL

Fig 2

Report

Fig 1

Bell

\* 13 1/2

TRIPING

M. H. N. E. A

$$\begin{array}{r} 98 + 31.7 \\ 39.5 \\ \hline 99 + 50.4 \end{array}$$

W



— COTATI —

LOCATION + OVER

NEW YORK REPORT.

FEB-1916

Plotted  
W.S. F

5/13/14

Lead  
#9 Prob.

F.S.  
2345+35

705 F

1849

M.H. 1

2345+28

P.H.T.

DEPT.

# COTATI

NEW LOCATION C&D

4617

NEW WORK REPORT

D'RH

60

P.S.M.

NEW LOCATION  
SWITCH  
LAV SPUR

153

NEW LOCATION  
C&D 4617.

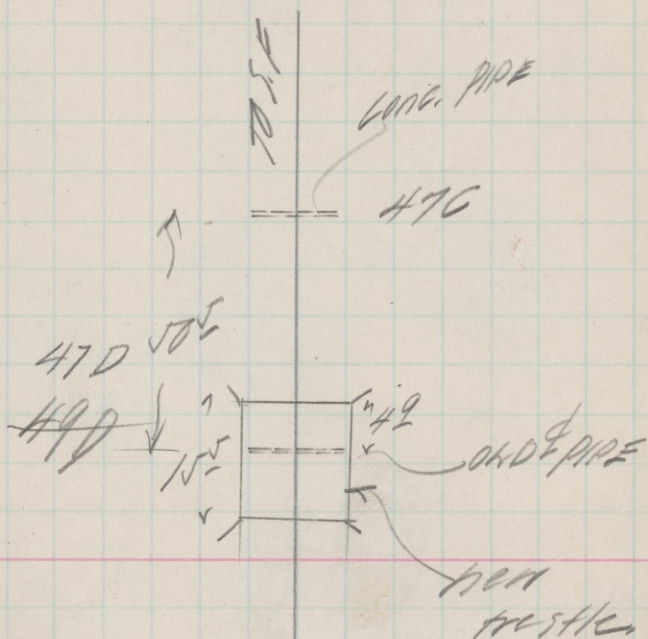
280 + 283

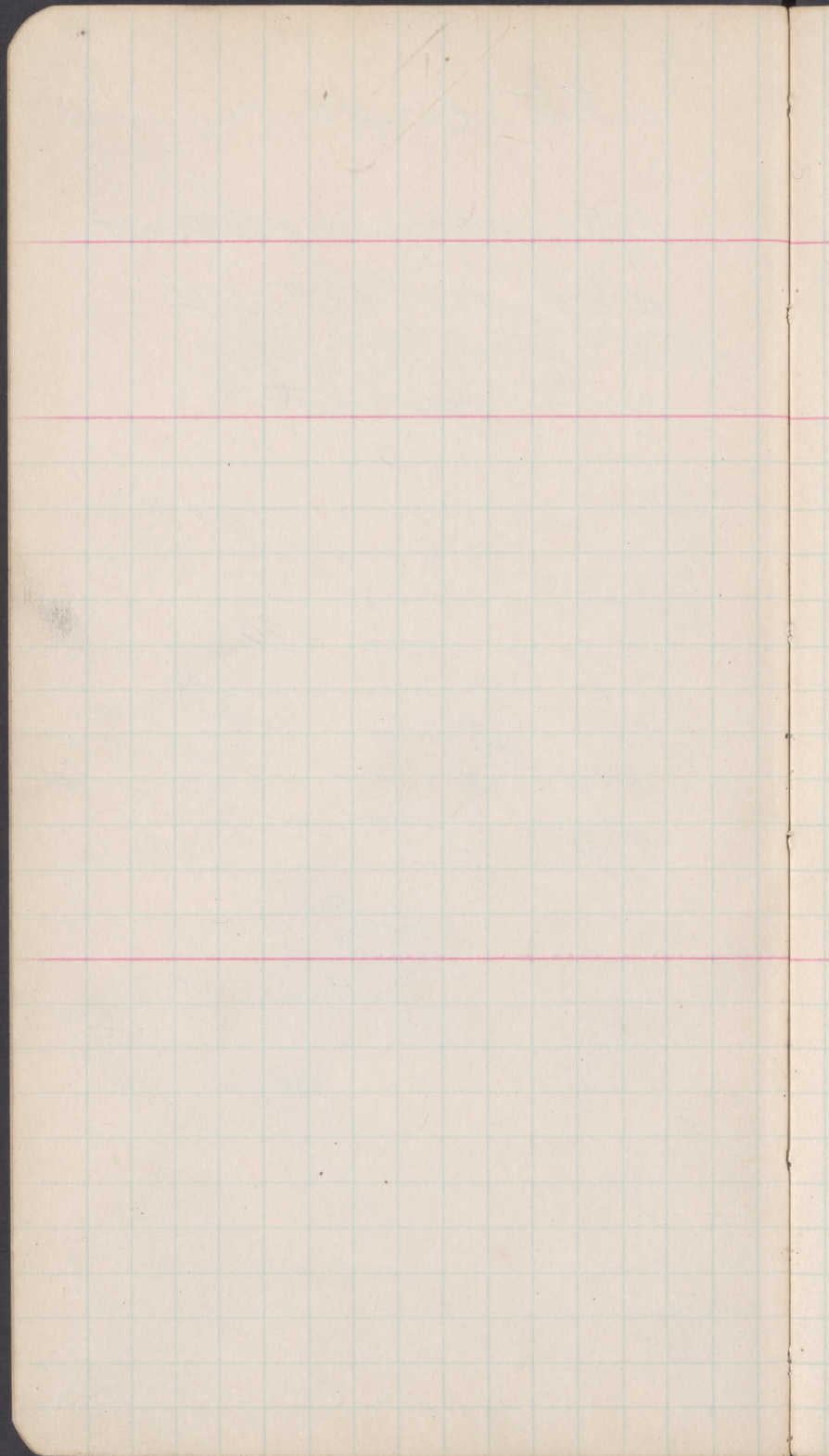


EAST OF COTATI JJ

NEW MARK REPORT.

REPLACE 36" LONG  
PIPE WITH 15' OPEN  
DECK TRELLIS.







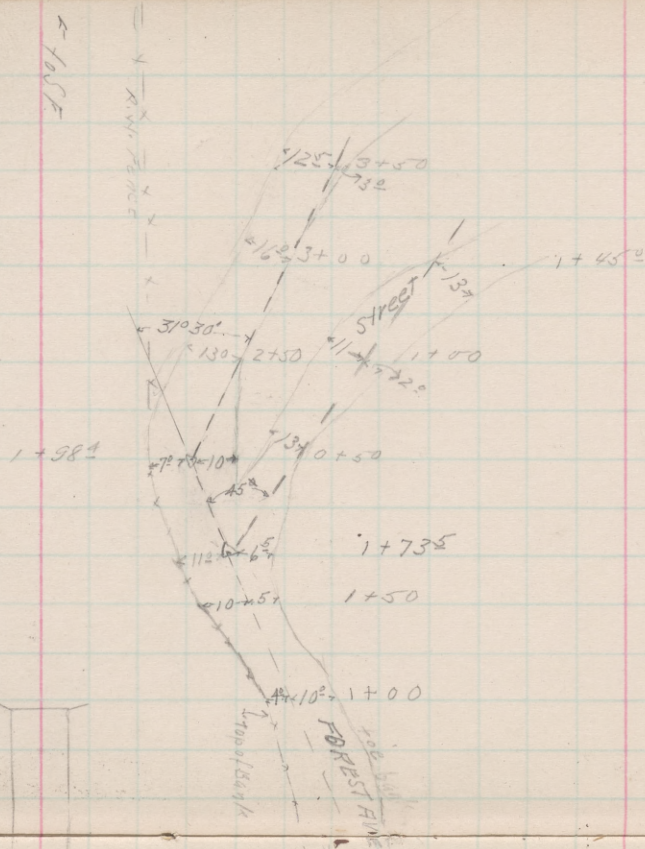
16.

# -LANDSDALE-

Location of streets, houses, etc.

NOV-14-1916

G.L.B.  
M.H.K.



-LANDSDALE-



$$565 + 60 =$$

$3 + 24^{\circ}$

$$65 + 542$$

04385 END BLK'D.

7<sup>0</sup> 4 6<sup>0</sup> 7 1 + 0 0

$65 \times 65 = 4225$

15 → 1 + 95

Cor. Ho. 68+687

176. 69+01<sup>1</sup> w.h. Catfish G'd.  
Cor. 140 69+108

✓

234

30401  
1 50  
50 401

1  
236



58

LT. fence  
Lt.

fence  $\frac{27}{4}$  top of hill

FENCE ONLY 27<sup>8</sup>  
AT WEST BLUE HILL

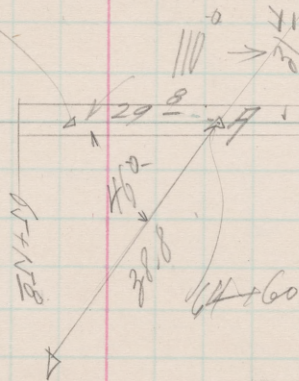
|                                |                                 |                 |    |
|--------------------------------|---------------------------------|-----------------|----|
| 63 + 79 <sup>6</sup> PM. fence |                                 | 15 <sup>1</sup> |    |
| 63 + 46 $\Delta$               |                                 | 28 <sup>5</sup> | 32 |
| 63 + 30                        | 26.8 + 29.6                     | 20              | 34 |
| 63 + 27                        | 27 <sup>1</sup> 1st. elev. 2nd. | 30.3            | 59 |
| 63 + 10                        | 28                              | 21 <sup>3</sup> | 68 |
| 61 + 50                        | 28 <sup>2</sup>                 | 30              | 49 |
| 62 + 00                        |                                 |                 |    |



$$\begin{array}{r} 64 + 898 \\ 298 \\ \hline 64 + 600 \end{array}$$

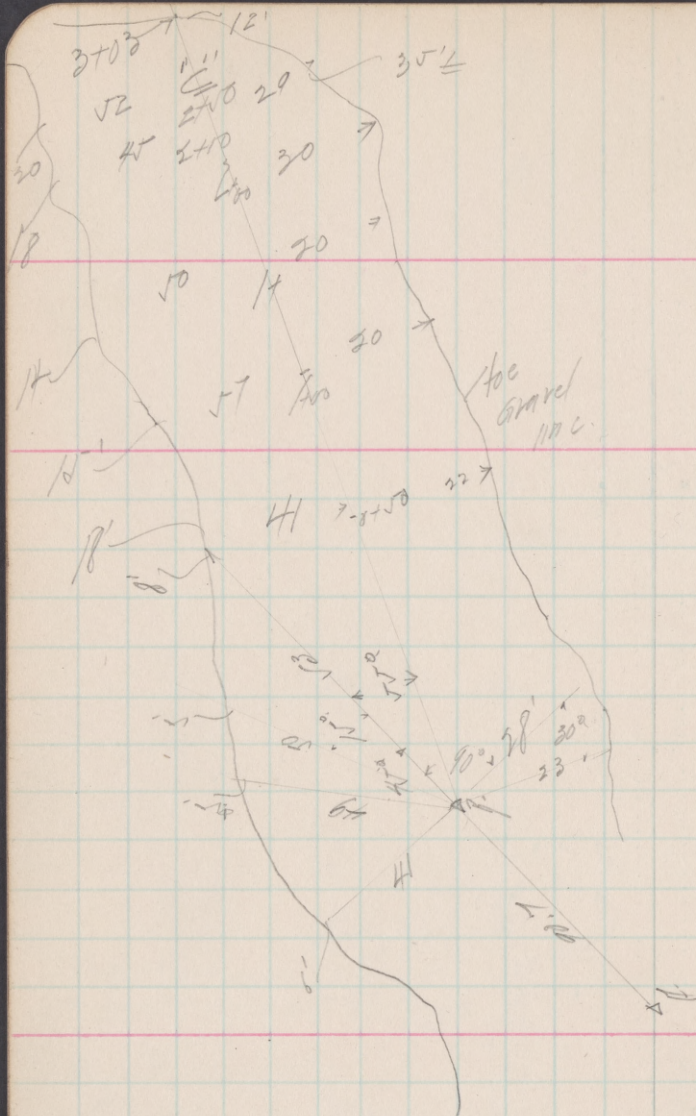
14. m. 6000. 88  
64 + 898

8" Non-type.

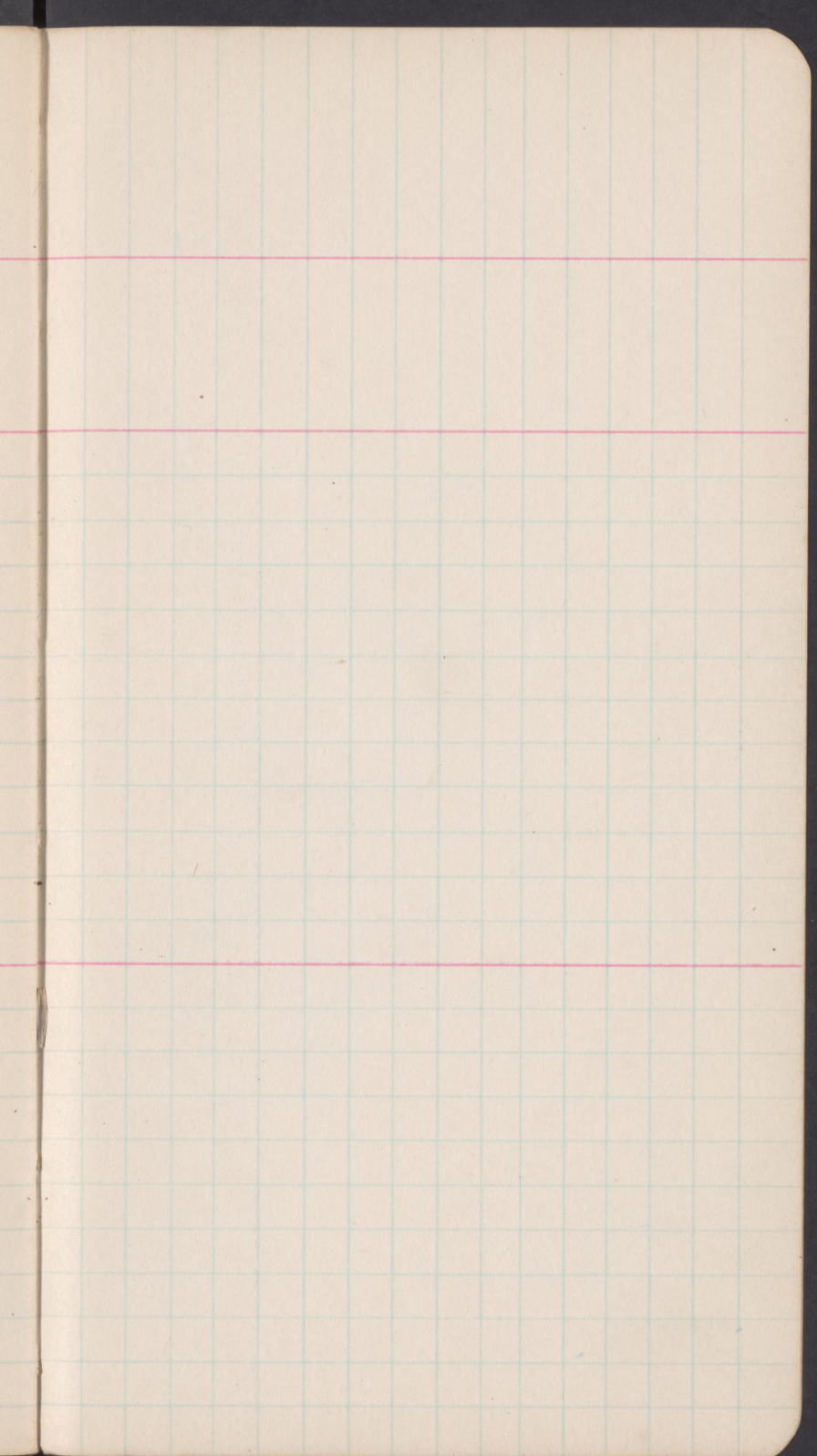


64 + 196

W. S. F.



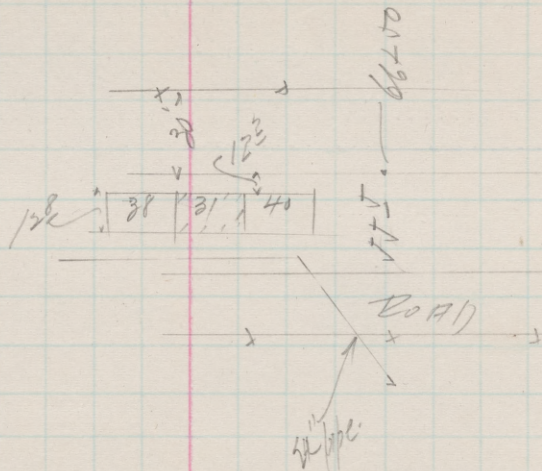




65. f



Ag ST



10.2  
9.2  
1.0

# LEVELS ON RT.

RT +2.65      T 102.65

top man hole      10.66  
 91.99  
 + 4.48  
 96.47

|                   |                   |                   |                  |                  |                  |
|-------------------|-------------------|-------------------|------------------|------------------|------------------|
| 16.0 <sup>1</sup> | 41.7 <sup>1</sup> | 03.4 <sup>1</sup> | 0.0 <sup>1</sup> | 9.6 <sup>1</sup> | 9.6 <sup>1</sup> |
| 4.17.05           | 18.2              | 3.0               | P.B.H.D.         | E. line          | CGO.             |
| 0                 | 28 to c           | 46.5              | 55.5             |                  |                  |

|                   |                   |                   |             |
|-------------------|-------------------|-------------------|-------------|
| 18.1 <sup>1</sup> | 14.8 <sup>1</sup> | 41.1 <sup>1</sup> | 41 top bank |
| 17                | 33 line M.C.D.    | 33 HD.            |             |

77.87 - Old

|                   |      |     |     |     |     |
|-------------------|------|-----|-----|-----|-----|
| 20.4              | 17.6 | 4.7 | 2.8 | 1.0 | 9.5 |
| 16.0 <sup>1</sup> | 29   | 41  | 58  | 75  |     |

|                   |      |                      |
|-------------------|------|----------------------|
| 19.2 <sup>1</sup> | 16.6 | 39 line M.B.H.D. PR. |
| 30                |      |                      |

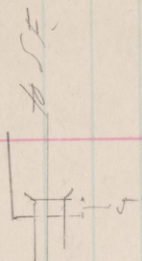
|      |      |          |                  |                  |                  |
|------|------|----------|------------------|------------------|------------------|
| 15.6 | 15.9 | 10.1 C-C | 8.5 <sup>1</sup> | 9.5 <sup>1</sup> | 9.5 <sup>1</sup> |
| 20.9 | 20.6 | 17.5     | 11.3             | 1.1              | 0.8              |
| 0    | 14   | 24 to c  | 36               | 48               | 61 =             |

|                   |                   |        |     |
|-------------------|-------------------|--------|-----|
| 20.7 <sup>1</sup> | 20.7 <sup>1</sup> | 2.0    | 0.1 |
| 0                 | 15. to c          | 23 top | 38  |



10.2  
8.4  
18.6  
on bolt  
11.7

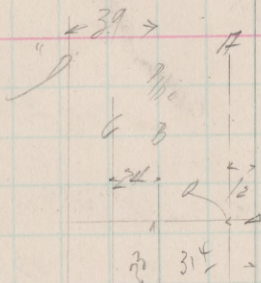
96.07  
98.0  
7787



7.2  
34  
18  
18.6  
20.4  
2.5  
176

18.1  
2.1

31.4



39  
m  
7

11bc  
9001 ob.

Warren Pl.  
2.2 east Mt. St.  
B-B.

31.4  
30  
70

6  
10.5  
18.9  
34 to c.

8  
18.1  
17.7  
line Mt. St.  
43

line fence  
road.

Lt.  
pk 25/8 east  
pk rd.

90°/0.5  
fence

19.0  
on Ex.

38.1/100 pk

6000.  
18'

12.2  
9.7  
12.2

3 feet west end of Bl. D.

ON - 90 - H. -  
-3.2 - 1 - 21.8 - 22. 19.6 8.5  
0 7 27 toe 43 48 51

#6  
-10 - 18.5 - 20.7 - 21.5 22 10.5  
0 13 20 24 47 toe 51

64 + 94  
-18.5 - 19.5 - 21.5 21.8 16.5  
0 12 23.5 43 47.5

#5.8 40' to for toe

#4  
-23.5 - 23.5 20.2 10.2  
0 25.5 toe 26.5 39

64 + 50  
-22.6 - 22.6 - 18.7 - 10.2  
0 15 toe 27 30

#2  
-21.1 21.1 20.2 - 17.2 - 10.2  
0 7 20 toe 25 28

64 + 36  
-17.9 15.2 10.3  
0 21 24

64 + 26.5  
14.8 - 10 - 10.2 - 5.0 - 0.5  
0 9 17 32 27



7.6  
8.5

17.9  
7.6  
25.3

98.8  
27

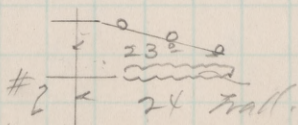
✓

✓

to be coming under tree

lt.

✓



✓

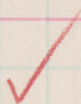
29 fence

64 + 25

-6  
0  
928

<sup>968</sup>  
+2.0  
27

<sup>910</sup>  
-0.8  
21.



M.B. MD.

+4.0  
27.5  
-

102.8



CG & 17E.

0  
J/E

<sup>76.8</sup>  
-22  
31  
oct  
to c.

<sup>78.3</sup>  
-20.5  
50

<sup>79.8</sup>  
-19  
56  
to c

<sup>95.8</sup>  
-3.0  
63

West. M.B. County RR.

<sup>78.8</sup>  
-20  
31

-20.5  
50  
<sup>78.3</sup>

<sup>77.8</sup>  
-17.8  
56  
<sup>81.0</sup>

-9.0  
63  
<sup>80.8</sup>

00  
65  
<sup>98.8</sup>

M.B. D. track. <sup>8.3</sup>  
<sup>102.8</sup>

-0.9 -12.3 -19.1  
13 14 33

-21.5 R  
61 to c

<sup>97.8</sup>

<sup>86.5</sup>

<sup>78.8</sup>

<sup>77.3</sup>



83  
1.7  
 133  
 87  
316

5.3  
2.5  
 1.8

10/1/11

96.147  
 total 6.25  
90.22  
 28.9  
64.01

0.0  
 -2.8  
 79.22

~~J-525-47~~  
Continued

40  
0.35  
4.25  
11/2/11

Pod-12.4  
75  
103.3

97.9  
102  
EPST. B.H. 10. -16.4 -12.4 -11.0  
62 69.5 e.r. 78.5

8  
100  
#6 -13.5 -10 9.5 10.2  
60 66. 73 79 ✓

64+94-

100.8  
-13.5 64.5 9.3 9.0 9.7  
✓ 8. e.r. 65 72 77.5

107.5  
#4 7.1 6.7 7.5  
60 6.7 73-60  
e.r. 4 ✓

101.8 108.6 109  
64+50 -12.5 -5.7 -5.4 -6.0  
40 53. 9.0 66  
e.r. 60

109.1 99.6 108.8 109.2  
#2 41.6 -14.7 -4.5 -5.3  
48 e.r. 32 56 65 ✓

103.5 108.8  
64+36 -10.9 -4.5  
35 46 e.r. ✓



27  
-4  
12

✓ 11.2  
86.5 to 111.4.

✓

65469

60

✓

110  
-42  
54

109  
-48  
61

J-525-~~47~~  
 continued

40  
 0.35  
 11/2/11 4.25

Pod-12.4  
 75  
 103.3

EPSt. B.H. 10. -16.4 -12.4 -11.0  
 62 69.5 cr. 78.5

#6 100.8  
 -13.5 -10 9.5 10.2  
 60 66. 73 79 ✓

64+94-

100.8 103 105.0 105.3 104.6  
 -13.5 64.5 9.3 9.0 9.7  
 ✓ 8.5 e.r. 65 72 77.5

#4 107.5 107.6 106.8  
 7.1 6.7 7.5  
 60 6.7 73-60  
 e.r. 4 ✓

64+50 101.8 108.6 109 104.6  
 -12.5 -5.7 -5.4 -6.0  
 40 53. 9.0 66  
 e.r. 60

#3 109.7 99.6 109.8 109.0  
 -4.6 -4.7 -4.5 -5.3  
 48 e.r. 32 56 65.3 ✓

64+36 103.5 108.8 109.0  
 -10.9 -4.5  
 35 46 e.r. ✓



27  
-4  
12

✓ 11.2  
86.5 to 111.4.

✓

65+69

109.5  
60

✓

110.1  
-4.2  
54

109.5  
-4.8  
61

$$\begin{array}{r} 114.25 \\ -90 \\ \hline 113.26 \end{array}$$

$$\begin{array}{r} 64+26 \overset{5}{=} \\ -3 \overset{110.25}{=} \\ \hline 40 \\ \text{er.} \end{array}$$

$$\begin{array}{r} \overset{95}{110} \\ -3.3 \\ \hline 48 \end{array}$$

$$\begin{array}{r} \overset{95}{109} \\ -4.3 \\ \hline 56 \end{array}$$



$$\begin{array}{r} \overset{25}{110} \\ 11.3 \text{ M.D. } -3.3 \\ \hline 38.5 \text{ er.} \end{array}$$

$$\begin{array}{r} \overset{110}{111.0} \\ -3.2 \\ \hline 47.5 \end{array}$$

$$\begin{array}{r} \overset{110.25}{110} \\ -4.0 \\ \hline 56.5 \end{array}$$



B. 11.07 P.M.E.

ON PL.

$$63+12$$

NEST B.K. M.D. NEST.

$$\begin{array}{cccccc} -0.8 & -0.8 & -3.0 & 3.0 & -3.5 & -14.5 & -18. \\ 7 & 12 & 19 & 24 & 46 & 64 & 83 \\ & & & & \text{top of} & & \end{array}$$

$$63+10$$

$$\begin{array}{cccccc} -0.5 & -1.0 & -4.0 & -12.5 & -18.5 & -19.5 \\ 9 & 19 & 26 & 42 & 75 & 80 \end{array}$$

$$63+85$$

$$\begin{array}{cccccc} -0.6 & -1.1 & 0.4 & -6.0 & -15.4 \\ 8 & 18 & 13 \text{ top} & 14 & 41 \\ & & \text{B.K. M.D.} & & \end{array}$$



11.

-21<sup>5</sup>

toe

-21

toe 85.

-20.

76. toe

# X-SECTION IN LA CREEK FT DETERT. SECTION-

S.P. 100  
4.78

104.78  
T.P. - 5.84

98.94  
+ 2.61  
101.55  
T.P. 11.41  
90.14  
+ 3.28

93.42  
4.21  
89.21

19.4 80.4 82.4 82.4 83.0 83.8 85.1  
Pod 14 13 11 11 10.5 9.6 8.3  
21 49 56 60 64 67 74

5.7 89.42  
87 96 100

E. Neversmann

- X - X -

## AT REVERSE

(-1.7 -0.1 -15.7  
0 16 16

90° ELEV.

11. 113.6

103.6  
10.5  
T.P. 84.1  
3.67  
87.77

hp br. = Pod 14

95.6 96.8 99.6  
8.0 -6.8 -4.0 -19.5  
62.1 67. 70.5 76.0

T.P. 1



$$\begin{array}{r}
 103.6 \\
 13.2 \\
 \hline
 90.4 \\
 7.65 \\
 5.5 \\
 \hline
 13.15
 \end{array}$$

$$\begin{array}{r}
 103.6 \\
 13.2 \\
 \hline
 90.4
 \end{array}$$

$$\pi = 87.77$$

out.

34

27

55

Pod

10.2

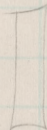
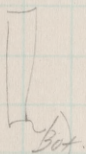
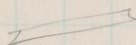
9.1

6.1

77.6

78.1

81.2



out.

3

8

27

34

35

37

Pod

7.7 Bot.

10.5

10.2

8.8

7.2

10.4222

80.1

77.3

77.6

79.0

80.6

$$\pi = 87.77$$

# PLD FLIT ON CRIST

- 11

1/2

87.77

10.3

T.P. 77.47

FAST.

0+50 H.I. = 77.47

Doc 10.6

1+00

11.1

1+15

end arch.

10.15

1+50

9.8

2+00

9.4

T.P. - 8.25

+ 3.9

2+50

5.3

3+00

4.7

3+50

4.5

4+00

4.1

B.17 77.47

4 + 1/2 where took 7-sec

77.47

4.3

H.I. 81.77

0+50

5.2

1+00

6.6

1+50

7.2

2+00

7.0

2+50

7.8

3+00

8.0

8.6



29' long

81.77

3.87

77.9 =

Point on the  
fresh.

21.7

above  
4' ground.

11' 10" 14

75

90

0+22.8

15' over

0+00

90.1

34.5

15' - 15' - 15'

bot

7.2 inch begin

3+50

9.3

4+00

9.6

Resolutions order. work  
no. 87

Resolved, that whe

Resolution no. 79 -  
passed. 7 day Aug. 1916.  
adapted 14 day "  
- sub. (Aug 10 - 1916)  
grades adapted 7 day  
Aug.

Resolutions, fixing  
grades of Clubs 74 to 77

All applications, over  
ruled. 28 day of Aug.  
resol. # 86



$$\begin{array}{r}
 106 \\
 .015 \\
 \hline
 531 \\
 106 \\
 \hline
 1.590 \\
 6.0 \\
 \hline
 8.09
 \end{array}$$

5.9

$$\begin{array}{r}
 149 \\
 .015 \\
 \hline
 595 \\
 1.19 \\
 \hline
 1.785 \\
 6.55.45 \\
 \hline
 8.296.45
 \end{array}$$

$$\begin{array}{r}
 210 \\
 .015 \\
 \hline
 1050 \\
 210 \\
 \hline
 3.150 \\
 6.5 \\
 \hline
 9.6
 \end{array}$$

$$\begin{array}{r}
 132 \\
 .015 \\
 \hline
 660 \\
 132 \\
 \hline
 1.98 \\
 0.636.5 \\
 .015 \\
 \hline
 3.158.48. \\
 63 \\
 \hline
 945
 \end{array}$$

$$\begin{array}{r}
 451 \\
 .015 \\
 \hline
 255 \\
 51 \\
 \hline
 765 \\
 6.5 \\
 \hline
 7.27
 \end{array}$$

$$\begin{array}{r}
 6.5 \\
 7.45 \\
 0.75 \\
 .015 \\
 \hline
 375 \\
 75 \\
 \hline
 1.125
 \end{array}$$

$$\begin{array}{r}
 0+90 \\
 .015 \\
 \hline
 1250
 \end{array}$$

$$\begin{array}{r}
 147.5 \\
 .015 \\
 \hline
 7375 \\
 1475 \\
 \hline
 2.2125 \\
 6.5 \\
 \hline
 5
 \end{array}$$

$$\begin{array}{r}
 2.89 \\
 6.5 \\
 \hline
 9.4
 \end{array}$$

$$\begin{array}{r}
 143 \\
 .015 \\
 \hline
 965 \\
 193 \\
 \hline
 2.895
 \end{array}$$

notice of award of  
Contract. Sub. Plans.  
Sept. 14-1916), & Sept.  
28-1916

notice inviting sealed  
proposals for Street Work.

100 Sub. (Aug. 31-1916)

Requies Pursuant to Statute  
& to resolution NO-87 of the  
Council of the City of San  
Pablo, directing this notice  
etc. (disposal of all  
offerings) -

Grass. 3¢ sq. ft.  
Mow. 2' 1¢

Unburned concrete curb &  
grit for curbs (60¢)

Curbs Masonry wall. 3.50

Cor. Iron Curb. 2.00

24" x 24" Cast iron valve \$20.00

Blake - Bros.



$$\begin{array}{r} 2785 + 16.8 \\ 1052 \\ \hline 6 \end{array}$$

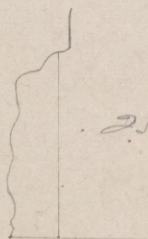
73.68

$$\begin{array}{r} 86 + 52 - \\ 2 \quad 75.5 + 72.9 \\ 48 \\ \hline 7 + 72.9 \end{array}$$

$$\begin{array}{r} 2 + 07.4 \\ 1 + 47.6 \\ \hline 60.0 \end{array}$$

$$\begin{array}{r} 74 + 44 \\ 1 + 47.5 \\ \hline 727.99.5 \end{array}$$

$$\begin{array}{r} 85 + 16.8 \\ 1 + 20.2 \\ \hline 0 \\ 86 - 37 - \end{array}$$



25' = 3"

$$\begin{array}{r} 70.13 \\ 57.56 \\ 40.46 \\ 29.7 \\ \hline 70.14 \end{array}$$

$$\begin{array}{r} 145 \\ 37 \\ \hline 108 \end{array}$$

$$\begin{array}{r} 13 \\ 815 \\ 65 \\ \hline 13 \\ 195 \end{array}$$

$$\begin{array}{r} 724 \\ 37 \\ \hline 687 \end{array}$$

$$\begin{array}{r} 208.3 \\ 22 \\ \hline 104.2 \\ 208.3 \times \frac{7}{22} = 729.4 \\ 729.4 = 66.3 \end{array}$$

$$\begin{array}{r} 238.4 \\ 212 \\ 70.0 \\ \hline 37 \\ 11 \\ 27 \end{array}$$

215

